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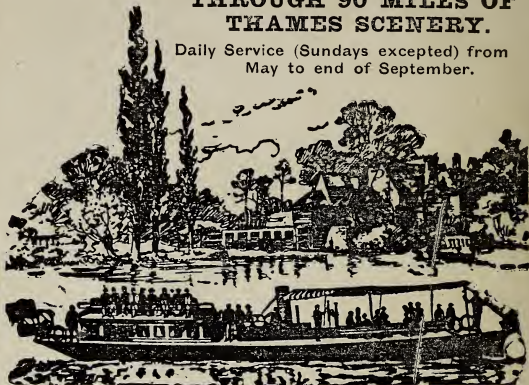
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Henley arr. about	7.0 p.m., 1.30 p.m.
" dep.	9.50 a.m., 2.40 p.m.
Windsor arr. "	1.45 p.m., 7.15 p.m.
" dep. "	2.40 p.m., 9.15 a.m.
Kingston arr. "	7.10 p.m., 1.30 p.m.

UP TRIP.

Kingston dep.	9.0 a.m., 2.30 p.m.
Windsor arr. about.	1.40 p.m., 7.15 p.m.
" dep.	2.40 p.m., 9.15 a.m.
Henley arr. "	7.15 p.m., 1.40 p.m.
" dep.	9.0 a.m., 2.40 p.m.
Wallingford arr. "	1.40 p.m., 7.15 p.m.
" dep. "	2.40 p.m., 9.0 a.m.
Oxford arr.	7.10 p.m., 1.15 p.m.

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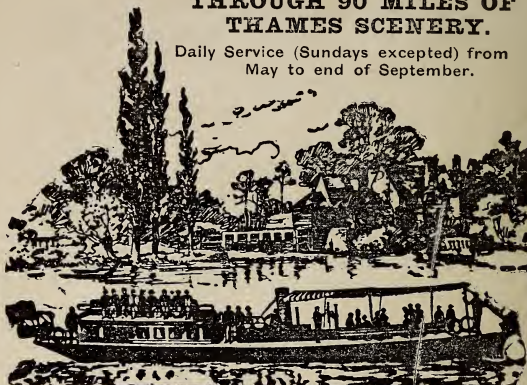
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dep.	9.50 a.m., 2.40 p.m.
Windsor arr.	1.45 p.m., 7.15 p.m.
dep.	2.40 p.m., 9.15 a.m.
Kingston arr.	7.10 p.m., 1.30 p.m.

UP TRIP.

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dep.	2.40 p.m., 9.15 a.m.
Henley arr.	7.15 p.m., 1.40 p.m.
dep.	9.0 a.m., 2.40 p.m.
Wallingford arr.	1.40 p.m., 7.15 p.m.
dep.	2.40 p.m., 9.0 a.m.
Oxford arr.	7.10 p.m., 1.15 p.m.

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MAPS.

Killarney, Glengariff and District	<i>Frontispiece</i>
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HOTELS AND TARIFFS.

IN times which can scarcely yet be called remote, tourists were often deterred from visiting Ireland on account of the reputed indifferent hotel accommodation. It is only fair to call attention to the great improvement that has recently taken place in this respect, an improvement largely due to the enterprise and sagacity of the principal railway companies. First-class hotels, run on English lines and excellently managed, are to be found in all the chief tourist centres; and it is only in the outlying districts that apprehension need be felt. Killarney itself is amply provided for, while the chain of hotels bordering the Kenmare promontory are excellent. There is good accommodation also at Valentia Island, Glengarriff, Bantry, Cork and Queenstown; and, indeed, at most of the places described in this volume. In some of the smaller places so-called "hotels" would barely merit the name of inns in England. In Cork there are a number of good boarding-houses. The tariffs stated below have been supplied by the hotel proprietors themselves, but are liable to fluctuation according to season. In August and September it is always as well, when travelling from place to place, to write or wire for accommodation in advance. We have included Dublin in the list, as many tourists break their journey at that historic city, either going or returning. The *Guide to Dublin* in this series contains a large plan of the city, and will, we think, be worth its price, one shilling, to the visitor.

(ABBREVIATIONS.—*R.*, bedroom; *b.*, breakfast; *L.*, luncheon; *d.*, dinner; *t.*, tea; *a.*, attendance; *fr.*, from; *temp.*, temperance.)

Bandon.

French's :
Devonshire Arms :
Temperance :

Boarding terms : 8/6 per day ;
19/- Sat. to Mon. ; 42/- per
week.

Fitzgerald's :

Bantry.

Railway :
Vickery's :

Cappoquin.

Morrissey's : *R.*, single, 2/6 ; double,
4/- ; *b.*, plain, 1/- ; *L.*, 2/- ; *d.*,
2/6 ; *t.*, plain, 1/- ; *a.*, nil.

Boarding terms : 6/- per day ;
15/- Sat. to Mon.

Harrington's : *R.*, single, 2/- ; double,
3/- ; *b.*, meat 2/-, eggs 1/6 ; *L.*,
2/- ; *d.*, 2/6 ; *t.*, 1/- ; *a.*, nil.

Cahiriveen.

Railway : *R.*, single, 3/- ; double,
4/6 ; *b.*, 2/- ; *L.*, 2/- ; *d.*, 3/6 ;
t., 1/-.

(ABBREVIATIONS.—*R.*, bedroom; *b.*, breakfast; *L.*, luncheon; *d.*, dinner; *t.*, tea; *a.*, attendance; *fr.*, from; *temp.*, temperance.)

Boarding terms: 7/6 per day;
14/- Sat. to Mon.; 45/- per week.

Moore's:

Caragh Lake.

Great Southern: *R.*, single, fr. 4/-; double, fr. 6/-; *b.*, fr. 1/6; *L.*, fr. 2/6; *d.*, fr. 4/6; *t.*, fr. 6d.

Boarding terms: fr. 10/- per day;
fr. 63/- per week, according to season.

Castletown Bearhaven.

Commercial:

Royal Naval:

Clonakilty.

O'Donovan's: *R.*, single, 2/6; double, 3/-; *b.*, 1/6; *L.*, 1/6; *d.*, 2/6; *t.*, 1/-.

Boarding terms: 7/- per day.

Imperial:

Cork.

Imperial: Tariff forwarded on application.

Victoria: *R.*, single, 4/-; double, 7/6; *b.*, meat or fish, 2/6; *L.* (*table d'hôte*), 2/6; *d.*, 3/6; *t.*, 1/6; *a.*, nil.

Boarding terms: 63/- per week.

Metropole, King Street:

Stevens':

Windsor: *R.*, single, 2/6; double, 4/-; *b.*, 2/-; *L.*, 2/-; *d.*, 3/-; *t.*, 1/-; *a.*, nil.

Grosvenor: *R.*, single, 2/6; double, 4/-; *b.*, 2/-; *L.*, 2/-; *d.*, 3/-; *t.*, 1/-; *a.*, nil.

Turner's:

Moore's:

Leech's: *R.*, single, 2/-; double, 3/-; *b.*, 1/- to 2/6; *L.*, 1/- to 1/6; *d.*, 1/6 to 2/6; *t.*, 1/-; *a.*, nil.

Boarding terms: 6/- per day;
30/- to 44/- per week.

Hibernian: *R.*, single, 2/-; double, 3/6; *b.*, fr. 1/-; *L.*, 1/9; *d.*, 2/6; *t.*, 1/-.

Boarding terms: 7/- per day;
10/- Sat. to Mon.; 35/- per week.

Railway:

Moran's:

Courtmaesherry.

Esplanade:

East View (Boarding-house): *Boarding terms*: 5/- to 6/- per day; 13/- Sat. to Mon.; 35/- to 40/- per week.

Crosshaven.

Crosshaven: Week-end (Sat. to Mon.) combined railway and hotel tickets, including fare from and to Cork 18/6.

Kennefiek's:

Church Bay, Church Bay:

Dunmanus Bay.

Ahakista: *Boarding terms*: fr. 52/6 per week inclusive.

Glenbeigh.

Hotel, The: *Boarding terms*: 7/- per day; 42/- per week.

Glengariff.

Eccles: *R.*, single, fr. 4/-; double, fr. 5/-; *b.*, fr. 1/6; *L.*, fr. 1/-; *d.* (*table d'hôte*), 4/6; *t.*, fr. 9d.; *a.*, nil.

Boarding terms: fr. 8/6 per day;
17/- to 25/- Sat. to Mon.;
50/- to 84/- per week.

Roche's:

Belle Vue: *R.*, single, 2/-; double, 3/-; *b.*, plain 1/-, meat 2/-; *L.*, 1/6; *d.*, 2/6 and 3/6; *t.*, 1/-; *a.*, 1/-.

Boarding terms: 8/6 per day;
17/- Sat. to Mon.; 50/- per week.

Inchigeela.

Lake Hotel: *R.*, single, 2/6; double, 4/-; *b.*, 1/6 to 2/6; *L.*, cold 2/-, hot 2/6; *d.*, 3/6; *t.*, 1/-; *a.*, 1/-.

Boarding terms: 7/- per day;
16/- Sat. to Mon.; 42/- per week.

Kenmare.

Great Southern: *R.*, single, fr. 4/-; double, fr. 6/-; *b.*, fr. 1/6; *L.*, fr. 2/6; *d.*, fr. 4/6; *t.*, fr. 6d.

Boarding terms: fr. 10/- per day; fr. 63/- per week, according to season.

Lansdowne: *R.*, single, 1/6; double, 2/6; *b.*, meat, 2/-; *L.*, 2/-; *d.*, 2/6; *t.*, 1/-; *a.*, 1/-.

Kilbrittain.

Atlantic Golf Links, Harbour View: *R.*, single, fr. 3/-; double, fr. 5/-; *b.*, 2/6; *L.*, 2/6; *d.*, 4/-; *t.*, 1/-; *a.*, nil.

Boarding terms: fr. 10/6 per day;
*23/- Sat. to Mon.; *65/- per week. *Inclusive of first class railway—Cork to Bandon and motor coach to Harbour View.

(ABBREVIATIONS.—*R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *d.*, dinner; *t.*, tea; *a.*, attendance; *fr.*, from; *temp.*, temperance.)

Killarney.

Great Southern : *R.*, single, fr. 4/-; double, fr. 6/-; *b.*, fr. 1/6; *l.*, fr. 2/6; *d.*, fr. 4/6; *t.*, fr. 6d.

Boarding terms : fr. 10/- per day; fr. 63/- per week, according to season.

Royal Victoria : *R.*, single, fr. 4/6; double, fr. 7/6; *b.* (*table d'hôte*), 3/-; *l.* (*table d'hôte*), 2/6; *d.* (*table d'hôte*), 5/-.

Boarding terms : 14/- per day; 90/- per week.

Lake : *R.*, single, 4/6; double, 8/-; *b.* 2/6; *l.*, 2/6; *d.*, 4/6; *t.*, 1/-; *Boarding terms :* 12/6 per day.

Muckross : *R.*, single, 2/6; double, 4/-; *b.*, fr. 2/-; *l.*, fr. 1/6; *d.*, 3/6; *t.*, 1/6; *a.*, 1/-.

Boarding terms : 9/- per day; 50/- per week.

Lake View : *R.*, single, fr. 2/6; double, fr. 5/-; *b.*, fr. 1/6; *l.*, fr. 1/6; *d.*, 3/-; *t.*, fr. 9d.; *a.*, 1/-.

Boarding terms : 8/6 per day; 55/- per week.

O'Sullivan's, Muckross : *R.*, single, 2/-; double, 4/-; *b.*, 2/-; *l.*, 1/6; *d.*, 2/6; *t.*, 1/-.

Boarding terms : 7/6 per day; 15/- Sat. to Mon.; 42/- per week.

Glebe :

Killarney :

International : *R.*, single, 2/6; double, 4/-; *b.*, fr. 1/-; *l.*, fr. 1/6; *d.*, fr. 2/6; *t.*, 1/-.

Boarding terms : 7/6 per day; 15/- Sat. to Mon.; 42/- per week.

Park Place :

Home Farm : *R.*, single, 2/-; double, 3/-; *b.*, 2/-; *l.*, 1/-; *d.*, 2/6; *t.*, 1/-.

Boarding terms : 7/6 per day; 13/6 Sat. to Mon.; 47/6 per week.

Innisfallen (Headquarters C.T.C.) :

Slatery's Imperial :

Crystal Palace : *R.*, single, 2/-; double, 3/-; *b.*, fr. 1/-; *l.*, fr. 1/-; *d.*, fr. 2/-; *t.*, 1/-; *a.*, nil.

Boarding terms : 6/6 per day; 13/- Sat. to Mon.; 42/- per week.

Killorglin.

Railway : *R.*, single, 2/-; double, 3/-; *b.*, 1/6; *l.*, 1/6; *d.*, 2/6; *t.*, 1/-.

Boarding terms : 7/- per day; 12/- Sat. to Mon.; 42/- per week.

Laune : *R.*, single, 1/6; double, 2/6; *b.*, plain, 1/-; *l.*, 1/-; *d.*, 2/-; *t.*, 1/-.

Boarding terms : 5/- per day; 20/- to 25/- per week.

Kinsale.

Sea View :

Kinsale Arms :

Lismore.

Devonshire Arms : *R.*, single, 3/-; double, 5/-; *b.*, 2/6; *l.*, 2/6; *d.*, 4/-; *t.*, 1/-; *a.*, 1/-.

Boarding terms : 63/- per week.

Blackwater Vale :

Macroon.

Dennehy's :

Victoria (Murphy's) : *R.*, single, 2/-; double, 3/6; *b.*, 2/-; *l.*, 1/-; *d.*, 2/-; *t.*, 1/-; *a.*, 6d.

Boarding terms : 6/- per day; 14/- Sat. to Mon.; 42/- per week.

William's : *R.*, single, 3/-; double, 4/6; *b.*, 2/6; *l.*, 2/6; *d.*, 3/6; *t.*, 1/-; *a.*, nil.

Boarding terms : 9/- per day; 55/- per week.

Mallow.

Royal : *R.*, single, 2/6; double, 4/6; *b.*, fr. 1/6; *l.*, fr. 2/-; *d.*, 3/-; *t.*, 1/-; *a.*, 1/-.

Boarding terms : 50/- per week.

Moran's Central : *R.*, single, 2/6; double, 4/-; *b.*, fr. 1/6; *l.*, fr. 1/6; *d.*, fr. 2/6; *t.*, fr. 6d.; *a.*, nil.

Boarding terms : 6/6 per day; 12/- Sat. to Mon.; 42/- per week.

West End :

Monkstown.

Imperial :

Salthill : *R.*, single, fr. 3/6; double, fr. 6/6; *b.*, 2/6; *l.*, 2/6; *d.*, 4/-; *t.*, 9d.; *a.*, nil.

Boarding terms : fr. 8/6 per day; 15/6 Sat. to Mon.; 56/- per week.

Eastern Star :

(ABBREVIATIONS.—*R.*, bedroom; *b.*, breakfast; *L.*, luncheon; *d.*, dinner; *t.*, tea; *a.*, attendance; *fr.*, from; *temp.*, temperance.)

Parknasilla.

Great Southern : *R.*, single, fr. 4/-; double, fr. 6/-; *b.*, fr. 1/6; *L.*, fr. 2/6; *d.*, fr. 4/6; *t.*, fr. 6d.

Boarding terms : fr. 10/- per day; fr. 63/- per week, according to season.

Queenstown.

Queen's : *R.*, single, fr. 4/-; double, fr. 6/6; *b.*, fr. 1/6 to 3/-; *L.*, 2/6; *d.*, 4/6; *t.*, 1/-.

Boarding terms : fr. 10/- per day; 21/- Sat. to Mon.; fr. 63/- per week.

Kilmurray's :

Rob Roy :

Imperial : *R.*, single, fr. 2/6; double, fr. 4/-; *b.*, 2/-; *L.*, 2/-; *d.* (table d'hôte), 3/-; *t.*, 1/-; *a.*, nil.

Boarding terms : 8/6 per day; 18/- Sat. to Mon.; 55/- per week.

Schull.

Commercial :

Skibbereen.

Ilen Valley : *R.*, single, 3/-; double, 6/-; *b.*, fr. 1/3; *L.*, fr. 1/6; *d.*, 3/-; *t.*, 1/-;

Boarding terms : fr. 6/- per day; fr. 42/- per week.

Eldon : *R.*, single, 2/-; double, 3/-; *b.*, fr. 1/-; *L.*, fr. 1/-; *d.*, 2/6; *t.*, 1/-.

Boarding terms : 6/- per day; 42/- per week.

Sneem.

Sheehan's : *R.*, single, 2/-; double, 4/-; *b.*, fr. 1/-; *L.*, fr. 1/-; *d.*, 2/6; *t.*, 1/-; *a.*, nil.

Boarding terms : 6/- per day; 17/6 Sat. to Mon.; 40/- per week.

Valentia.

Royal : *R.*, single, fr. 3/-; double, fr. 5/-; *b.*, fr. 1/6; *L.*, fr. 2/-; *d.*, 3/6; *t.*, 1/6; *a.*, nil.

Boarding terms : 8/6 to 10/6 per day; 17/- to 21/- Sat. to Mon.; 52/6 to 60/- per week, according to season.

Waterville.

Butler Arms : *R.*, single, 3/-; double, 5/-; *b.*, 2/-; *L.*, 2/-; *d.*, 3/6; *t.*, 1/-; *a.*, nil.

Boarding terms : 9/- per day; 52/6 per week.

Bay View : *R.*, single, 3/6; double, 5/-; *b.*, 2/6; *L.*, 2/-; *d.*, 3/-; *t.*, 1/-; *a.*, nil.

Boarding terms : 8/6 per day; 17/- Sat. to Mon.; 52/6 per week.

Great Southern : *R.*, single, fr. 4/-; double, fr. 6/-; *b.*, fr. 1/6; *L.*, fr. 2/6; *d.*, fr. 4/6; *t.*, fr. 6d.

Boarding terms : fr. 10/- per day; fr. 63/- per week, according to season.

Youghal.

Devonshire Arms :

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Imperial :

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Dublin.

Burlington, St. Andrew's Street : *R.*, 3/6; *b.*, 2/- or 2/6; *L.*, fr. 1/6; *d.*, 3/6; *t.*, 1/- or 2/-; *a.*, 1/-.

Boarding terms : 9/- per day, or 50/- per week.

Central, South, Great St. George's Street : *R.*, 2/6; *b.* or *L.*, 2/- or 2/6; *d.* (table d'hôte), 3/-; *t.*, 2/-; *a.*, 1/6.

Boarding terms : 8/- per day, or 50/- per week.

Clarence, Wellington Quay : *R.*, 2/- to 2/6; *b.*, 1/- to 2/-; *L.*, 1/- to 2/-; *t.*, 1/- to 2/-; *d.*, 2/- to 2/6; *a.*, nil.

Edinburgh (temp.), Sackville Street :

Gough's Temperance, Exchequer Street :

Granville, Upper Sackville Street :

Gresham, Sackville Street : *R.*, 3/-; *b.*, 2/6; *L.*, 2/6; *d.*, 4/6; *t.*, 1/6; *a.*, 1/6.

Boarding terms : By arrangement.

Grosvenor, Westland Row : *R.*, 2/6; *b.*, 2/6; *L.*, 2/-; *d.*, 2/6; *t.*, 1/-; *a.*, 1/-.

Boarding terms : 8/6 per day, or 50/- per week.

(ABBREVIATIONS.—*R.*, bedroom; *b.*, breakfast; *L.*, luncheon; *d.*, dinner; *t.*, tea; *a.*, attendance; *fr.*, from; *temp.*, temperance.)

Lammam, Sackville Street :

Imperial, Sackville Street :

Gray's, College Green :

Wilworth House, Kildare Street: *Boarding terms*: 10/6 per day, or from 2½ guineas weekly.

Maple's, Kildare Street: *R.*, 3/- to 4/6; *b.*, 2/- to 2/6; *L.*, 2/-; *d.*, 3/6 or 5/-; *t.*, 1/-; *a.*, 1/6.

Boarding terms: 10/6 per day, or 63/- per week.

Metropole, Sackville Street: *R.*, 3/6; *b.*, 2/-; *L.*, 2/6; *d.*, 3/6; *t.*, 1/6; *a.*, 1/6.

Boarding terms: 12/6 per day, or 84/- per week.

Moran's (*temp.*), Lower Gardiner Street: *R.*, 1/6 to 2/-; *b.*, 1/- to 1/6; *d.*, 1/6 to 2/-.

Nassau, Nassau and South Frederick Streets: *R.*, 2/- and 2/6; *b.* or *L.*, 1/6 and 2/-; *d.* (*table d'hôte*), 3/-; *t.*, 1/6; *a.*, 1/-.

Boarding terms: 49/- per week.

North-Western, North Wall:

Rippingales (*temp.*), Harcourt Street: *R.*, 2/- to 2/6; *b.*, 1/- to 1/9; *L.*, *fr.* 1/6; *d.*, 2/6; *t.* 1/- to 1/9; *a.*, 9d.

Boarding terms: 6/6 to 8/- per day, or 42/- to 49/- per week.

Royal Hibernian, Dawson Street: *R.*, 2/6 or 3/-; *b.*, 2/- to 3/-; *L.*, 1/6 to 3/-; *d.*, 3/- to 4/6; *t.*, 1/6; *a.*, 1/6.

Boarding terms: 8/-, 9/-, or 10/- per day, or 50/- and 60/- per week.

Russell's (*temp.*), St. Stephen's Green: *R.*, 2/- to 2/6; *b.*, 1/6 to 2/-; *L.* or *t.*, 1/6; *d.*, 3/-; *a.*, 1/-.

Boarding terms: 7/- per day; 49/- per week, summer; 42/-, winter.

Shelbourne, St. Stephen's Green: *R.*, single, *fr.* 4/6; double, 8/6; *b.*, 2/- to 3/-; *L.*, *fr.* 2/-; *d.* (*table d'hôte*), 5/-; *t.*, *fr.* 1/-; *a.*, nil.

Boarding terms: 12/6 to 14/- per day, or *fr.* 84/- per week.

Standard (*temp.*), Harcourt Street: *R.*, and *a.*, *fr.* 3/-; *b.*, 1/3 to 2/6; *L.* or *t.*, 1/6; *d.*, 2/6; *a.*, 1/-.

Boarding terms: *fr.* 7/6 per day; 42/- per week.

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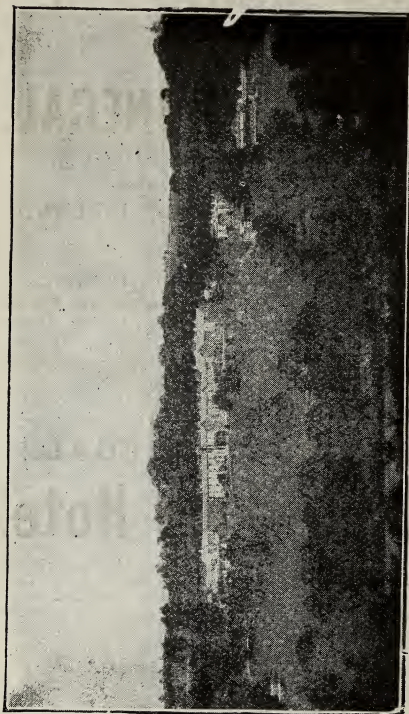
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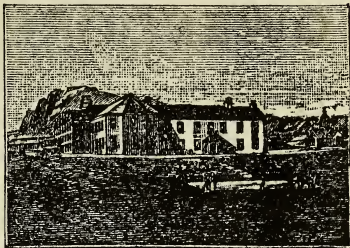
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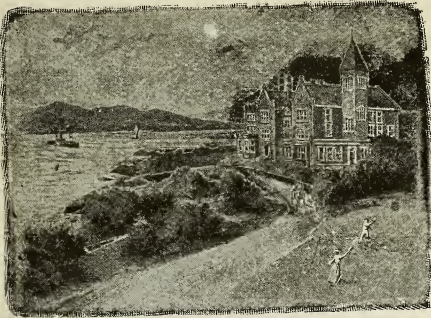
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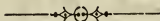
For full particulars see Illustrated Guide and Time Table, sent post free on application to undersigned.

NOTICE.—On communicating with the Company's Agents, Messrs. McCrea & McFarland, Londonderry, or with any of the Company's Station-masters, a conveyance will be in attendance to remove heavy luggage between railway stations in Derry.

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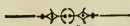
THROUGH TOURIST TICKETS are issued at the
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INTRODUCTION.

“The south-western part of Kerry is well-known as the most beautiful tract in the British Isles. The mountains, the glens, the capes stretching far into the Atlantic, the crags on which the eagles build, the rivulets brawling down the rocky passes, the lakes overhung by groves in which the wild deer find coverts, attract every summer crowds of wanderers, sated with the business and the pleasures of great cities.”—LORD MACAULAY.

THE world-famed Lakes of Killarney are situated in the county of Kerry—the fourth in size and the most romantic in character of Irish counties, enjoying the distinction of including within its borders the most westerly point of land in the European continent, and the loftiest of the Irish mountains, Carran Tual, the peak of which is 3,414 feet above sea-level.

The district has long been admitted to be “in point of scenery the finest portion of the British Isles.”* In no other part of these Islands is there to be found in such luxuriance all those features of landscape that appeal by their beauty to the gazer’s heart, elevate by their grandeur the mind of the beholder, or, by their stern magnificence, impress the imagination with the images of awe and majesty. Scenes of soft loveliness, rich with the decoration of an almost tropical vegetation, intermingle on every hand in graceful contrast with views of wild Alpine splendour, each reacting on the other for the production of a perfect whole. So that, be the mood of the traveller what it may, he here finds fully the satisfaction of the eye, and yields with a sense of grateful ease to the characteristic charm of this most lovely spot.

What it is that constitutes the charm of Killarney it would

* This was the expression used by the poet Wordsworth—certainly no mean judge of lake scenery—whose prejudices, if he had any, might naturally be in favour of the lakes of Cumberland and Westmorland.

KILLARNEY

be hard to tell. Writers without number have laboured to describe the feelings with which these scenes have inspired them, but no description can convey to the reader the nameless influences of sky and air which combine with the material beauties of mountain, wood, and water to confer upon this favoured region its especial claim to the title of "the Eden of the west." Killarney, to be conceived of, must be seen, and happy indeed is he who sees it in its fairer moods, the veritable "reflex of heaven."

"The principal charm of Killarney," says an eloquent and distinguished writer, "consists in its magical variety. Like the beauty of Nourmahal, it is not by a monotonous perfection that it pleases, but by an ever-animated, ever-changing fascination which every mist that sleeps on its waters, every ray that glances on its mountain tops, every breath that ruffles its bosom, every season that clothes, or strips, or diversifies its mountain woods, exhibits under a new aspect of loveliness, imbued afresh with a thousand prismatic colours. Every step you take you imagine that, like the illusive landscape that mocked whilst it enchanted the vision of the Red Cross Knight, all the objects around you are undergoing a visible metamorphosis. Not a rock, not a wave, not a tree, from the Druidical oak to the diamond-hung arbutus, that does not alter its aspect with the position you take, and appear as if spangled anew with a fresh coat of sparkling tints and hues; whilst the silvery mists that rise like guardian spirits from the depths of the lakes, the fairy voices that respond at every call, the ever-moving lights and shadows which are continually revealing or shrouding some prominent feature of the landscape, never suffer the intensity of your interest to subside. Nor is there anything incongruous in the disposition of the surrounding objects. The highlands and the valleys, the animated and the solitary regions, the still grottoes and the surrounding cataracts, the wildness and the bloom, the lofty and the gentle features of the scene, blend harmoniously together. Its solemnity is always relieved by its brilliancy, and its brilliancy ever chastened by the continual presence of its awful mountains. Add to this that every rock has its legend, every island its tale of marvel."

The first impression that strikes the visitor to Killarney is the extraordinary wealth of trees and rare flowering plants that cover the district, in some places growing apparently out of the solid rock; the noble shapes and great height of the



W. Lawrence,]

THE MEETING OF THE WATERS, KILLARNEY.

[Dublin.

KILLARNEY

mountains, and the gorgeous colouring in which Nature is arrayed. Here the dark rich green of the arbutus, there the pearly grey of the rocks, or the deep purple of the mountains, forms a background upon which are relieved with inexpressibly brilliant effect the lighter hues of forest trees and shrubs.

"Such varied and vigorous vegetation," says Mr. Alfred Austin, the Poet Laureate, "I have seen no otherwhere; and when one has said that, one has gone far towards awarding the prize for natural beauty. But vegetation, at once robust and graceful, is but the fringe and decoration of that enchanting district. The tender grace of wood and water is set in a framework of hills—now stern, now ineffably gentle; now dimpling with smiles, now frowning and rugged with impending storm; now muffled and mysterious with mist, only to gaze out on you again with clear and candid sunshine. But the first, the final, the deepest and most enduring impression of Killarney is that of beauty unspeakably tender, which puts on at times a garb of grandeur and a look of awe, only in order to heighten by passing contrast the sense of soft insinuating loveliness."

The finest general view of the lake country is that from the elevated ridges at the southern end of the Upper Lake, on the road from Glengarriff. Here at a sudden turn, as at the lifting of a curtain, the three lakes flash upon the eye at a glance, lying in their wondrous valley as if sleeping secure in the guardianship of the encircling hills.

Throughout the entire district, as if to enhance its purely natural attractiveness with the touch of human sympathy, are scattered numerous memorials of the greatness or piety of the past—the mystic stone circles wherein the Druids celebrated their mysterious rites; the venerable abbeys of Aghadoe, Innisfallen and Muckross, looming out over the placid water of the lake, conspicuous in the landscape.

Killarney, in the numberless objects of interest, scenic and historic, that it offers to the sightseer, may be said to present an *embarras de richesse*.

"Nowhere in the kingdom," says a leading medical writer,* who has made tourist resorts a special study, "can a more delightful holiday be spent than here; each day there are new scenes and new sights to be visited, and the eye never tires or grows weary. It is one continued glimpse of fairyland—a region of enchantments."

* Dr. Edgar Flinn, *Irish Health Resorts and Watering Places*.

ROUTES AND FARES.

THERE was a time, not very long since, when the journey from England or Scotland to the South-West of Ireland could not be accomplished without a number of fatiguing and often perplexing changes ; but thanks to the excellent arrangements now in force, the traveller has but to step from train to boat, and from boat to train, and for the rest may admire the scenery or read his newspaper without a care.

I.—The Journey *viâ* Dublin.

Irish Mail Route.

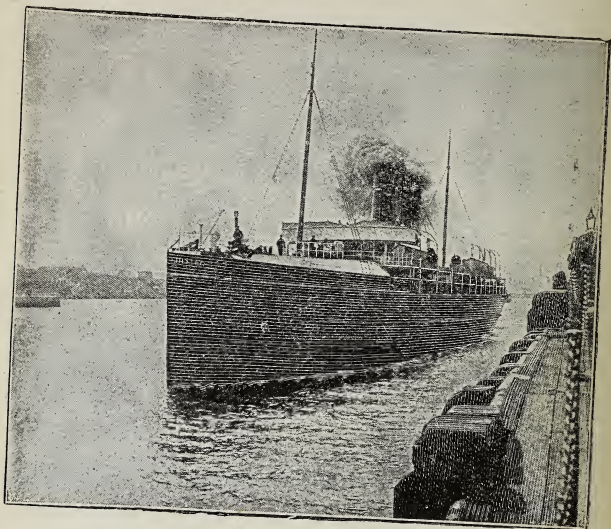
The well-known Irish Mail Trains of the London and North-Western Railway leave Euston Station, London, daily, at 8.30 * a.m. and 8.45 p.m. (on Sundays at the latter hour only), and reach Holyhead at 2.5 p.m. and 2.17 a.m. respectively, passengers at once stepping on board one of the four fine twin-screw steamers, *Ulster*, *Munster*, *Leinster*, and *Connaught*, belonging to the **City of Dublin Steam Packet Company**. These vessels rival in the luxuriousness of their appointments, and in their precautions for the safety of passengers, the great ocean liners. Each vessel possesses engines of 9,000 horse power, and is capable of a speed of 24 knots an hour. They are flush-decked, 372 feet in length, and 41 feet 6 inches in breadth. The dining saloons, the drawing rooms, the smoking rooms, the cosy sleeping cabins are all of the latest design and sumptuously furnished. The passage to **Kings-town** takes two hours and three-quarters, often only two hours and a half ; and on arrival at that port passengers find a train waiting alongside the landing-stage, by means of which they reach Dublin (Westland Row) either at 5.30 p.m. or 6 a.m.†

* Whenever times and fares are mentioned, the reader is recommended to verify them by the current time-tables of the companies concerned, in case of change.

† The return trains in connection with the mail boats leave Westland Row railway station at 8 a.m. (Dublin time) and 7.45 p.m.,

It is important to bear in mind that Dublin time is twenty-five minutes behind Greenwich time, and that the former is kept on all Irish railways.

Passengers can book first, second or third class rail and saloon by the mail steamers, or second or third class rail and second cabin by the mail steamers, through tickets being issued for each class. Third-class passengers are carried by all trains on the Great Southern and Western Railway (Ireland).



THE "ULSTER" (IRISH MAIL BOAT).

Breakfast and luncheon are served on the morning mail from London to Holyhead, and luncheon and tea on the return day mail from Holyhead to London. Passengers desirous of dining on the way to Holyhead may leave Euston in the dining car express at 7 p.m., timed to reach Holyhead an hour before the 8.45 (i.e. 1.15 a.m.) night mail. Sleeping and arrive at Euston station at 5.40 p.m. (London time) and 6.10 a.m. Sundays, leave Westland Row at 8 a.m. and 7.45 p.m., and arrive at Euston 8.20 p.m. and 6.10 a.m.

cars are attached to the night mails up and down (7s. 6d. per berth, in addition to first-class fare).

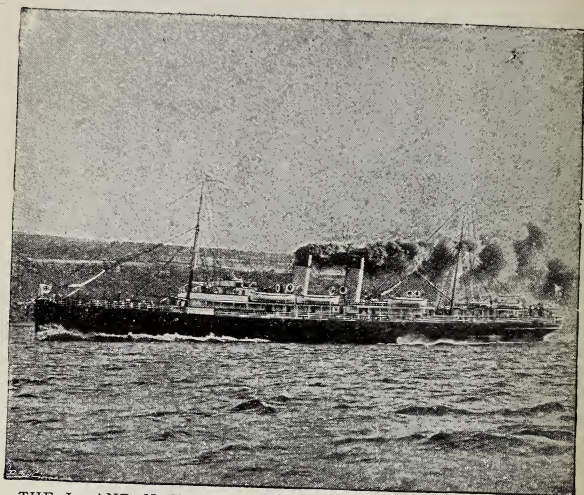
Carriages are run in connection with the steamers from Kingstown Pier direct to **Kingsbridge**, the Dublin terminus of the Great Southern and Western Railway, by which line we travel to Killarney and Cork, so that passengers can avoid the expense and inconvenience of a journey through the streets of Dublin.

It should perhaps be mentioned for the benefit of those who have a constitutional objection to early rising that passengers by the night boats may, if they so desire, remain on board at Kingstown until 8 a.m. week-days, and 9 a.m. Sundays. A special express leaves Kingstown for Westland Row at 7.55 a.m. week-days, and 8.45 a.m. Sundays.

Tourists who wish to make a break at Dublin can easily do so—and that it is worth doing a glance at the *Guide to Dublin* in this series will show—but those whose eagerness to explore the beautiful district described in this volume will not permit of delay, may secure a seat which, in the summer at least, need not be vacated until they reach the station at Killarney or Cork, according to destination, through carriages being run from Dublin direct to Killarney as well as direct to Cork. The “Killarney Express” (the fastest train in Ireland) leaves Dublin (Kingsbridge) every week-day during July, August and September at 4 p.m., arriving at Killarney at 8.15 p.m. Through tourist tickets, London to Killarney, available for return within six calendar months, cost : first class and saloon, 111/-; second class and saloon, 86/3; second class and second cabin, 81/9; third class and saloon, 59/6; third class and second cabin, 55/-.

North Wall Route. The **London and North-Western Railway Company's** route *viâ* **North Wall** (Dublin) has the advantage of being somewhat cheaper than the foregoing, but involves a slightly longer sea voyage. Trains leave Euston on week-days only at 11 a.m. and 10.15 p.m., reaching Holyhead (where they run alongside the fine steamers belonging to the Company) at 4.30 p.m. and 3.30 a.m. We give a view of the ss. *Cambria*, one of the vessels on the North Wall service. The steamers reach North Wall, Dublin, at 7.55 p.m. and 7.30 a.m. respectively, and a train on the North Wall Extension Railway leaves the North Wall station for Kingsbridge terminus twenty minutes after the arrival

of the morning boat, and joins the 10 a.m. train to Killarney, giving time for breakfast at Kingsbridge.* Through tickets, London to Killarney, by North Wall route, cost : First class and saloon, 105/-; second class and saloon, 81/9; third class and saloon, 55/-; third class and deck, 47/6. Return halves of North Wall tickets are also available *via* Greenore, but the fare between Dublin and Dundalk must be paid.



THE L. AND N.-W. RY. EXPRESS STEAMER "CAMBRIA."

Liverpool to Dublin. The **City of Dublin Steam Packet Company's** fast and powerful steamers sail twice every week-day between Liverpool and Dublin in each direction, the sea passage occupying about eight hours. Through tickets are also issued by this route, and through booked passengers and their luggage are conveyed by omnibus, free of charge, between the Company's steamers and the railway stations in Liverpool.

* The return express boats leave North Wall, on week-days only, at 11 a.m. and 9.20 p.m. ; and the trains in connection with them reach London at 8.50 p.m. and 7.30 a.m.

London to Dublin by Sea. The **British and Irish Steam Packet Company's** vessels run from London (North Quay, Eastern Basin, London Docks) on Sundays and Wednesdays, and from Dublin on Wednesdays and Saturdays, calling both ways at Portsmouth, Southampton, Plymouth and Falmouth. Fares from London to Dublin : First cabin, 26/-, return, 40/- ; second cabin, 18/-, return, 28/- ; deck, 11/-, return, 17/-. Return tickets are available for three months, and passengers are allowed to break the journey at intermediate ports. Passengers from London can embark the evening before sailing day without extra charge, but must be on board not later than 10 p.m.

Tickets can be obtained at Messrs. T. Cook & Sons for a very attractive circular tour, enabling the journey to Dublin to be made by this Company's vessels, and the return by means of the City of Dublin Steam Packet Co.'s vessels to Liverpool, thence to London by Midland Railway. Or the outward journey can be made by rail, and the return by the British and Irish Steam Packet Co.'s vessels.

II.—The Journey *viâ* Cork.

Fishguard and Rosslare Route. The facilities for visiting Ireland provided by the **Great Western Railway** have recently been greatly improved by the construction of new harbours on both sides of the St. George's Channel. The distance from Fishguard Harbour, on the Pembrokeshire coast, to Rosslare Harbour, in Wexford, is only 54 nautical miles ; and as the fast turbine steamers *St. Patrick*, *St. George*, and *St. David*, specially constructed for this service, have a capacity of $22\frac{1}{2}$ knots an hour, the passage is accomplished in under three hours. The Harbour Station at Fishguard is connected with the Great Western main South Wales line at Clarbiston Road, and London is thus brought within $5\frac{1}{2}$ hours of the port, Cardiff and Newport about 2 hours, and Birmingham 6 hours. Express trains also connect at Rosslare with the principal towns and holiday resorts in Ireland. Fishguard Harbour is sheltered by high lands on south, east and west ; and to protect it on the north a substantial breakwater, 2,000 feet in length, has been constructed. There is sufficient depth of water to accommodate vessels of the largest draught at all states of the tide, and it is claimed that the harbour is more free from

fog than any other port on the coast. The *Wyncliffe Hotel* (under the Company's management) is close to the quays.

Day and night services are run, the former leaving Paddington at 8.45 a.m., the latter at 8.45 p.m., reaching Fishguard at 2.15 (a.m. or p.m.), Rosslare at 5.10 (Irish time), Waterford at 6.30, and Cork at 9.15. Returning, the boats leave Rosslare at 12.50 p.m. and 11.50 p.m. (Irish time), the trains in connection reaching Paddington at 10.5 p.m. and 9.5 a.m. respectively.

Many circular tours including the chief holiday resorts of Ireland are arranged by the Great Western Railway Co., details of which can be learnt from the current issues of the Tourist Programme, obtainable at any Great Western station.

The City of Cork Steam Packet Company's vessels from Liverpool, Milford, Bristol, London, Southampton and Plymouth afford a comfortable and enjoyable means of reaching Killarney

viâ Cork, and give to tourists a welcome opportunity of seeing the southern Irish coast, Cork Harbour, and the beautiful scenery of the river Lee. Saloon fares : Liverpool and Cork, 17/6, return, 25/- ; Milford, 15/-, return, 22/6 ; Bristol, 15/-, return, 22/6 ; London, Southampton or Plymouth, 20/-, return, 30/-. Return tickets available for two months. Sailing list and programme of tours are sent free by Company on application.

Tourist Tickets are issued *viâ* Cork and " Prince of Wales Route " to Killarney, returning *viâ* Mallow, at following fares : From Liverpool, Plymouth, or Southampton, saloon and first class, 55/- ; saloon and second class, 50/-. From London, saloon and first class, 60/- ; saloon and second class, 55/-. From Bristol, saloon and first class, 54/- ; saloon and second class, 49/6. From Milford, saloon and first class, 50/- ; saloon and second class, 47/-.

Clyde Shipping Company. An enjoyable method of reaching Killarney from Scotland is by the steamers of the **Clyde Shipping Company**. Every Tuesday and Saturday afternoon a powerful, well-appointed vessel, electrically lighted throughout, leaves Glasgow for Cork, and the passage of 352 nautical miles from the Clyde to the Lee is full of interest. The steamer skirts the east coast of Ireland, and if the weather is favourable the land from Hill of Howth

(Dublin Bay) to Wexford Harbour and Tuskar lighthouse affords a panorama of wonderful variety, this portion of the journey being performed in daylight. After passing Tuskar the land recedes from view, the steamer making a straight course across to Roches Point, at the entrance to Cork Harbour. For further particulars, fares, etc., apply to Clyde Shipping Company, Limited, Glasgow.

Cork to Killarney.

Direct Rail-
way Route
G.S. and
Western.

There are three routes from Cork to Killarney, the first of which, viz., the direct railway route, by Great Southern and Western Railway *via* Mallow, is described in the reverse direction

on p. 15.

Prince of
Wales
Route.

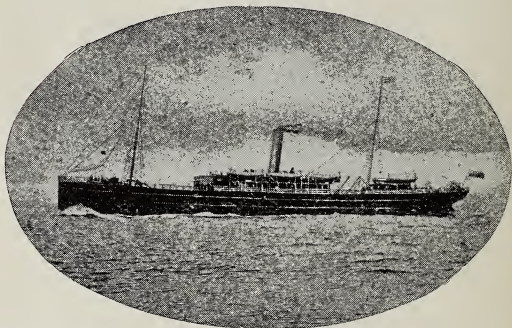
This route is so-called by reason of its having been followed by His Majesty, when Prince of Wales, in 1858. The tourist proceeds to the Albert Quay station of the **Cork, Bandon and South Coast Railway**, and thence travels to the western terminus of the line at Bantry. Here he has a choice of two modes of making the next stage of the journey: (a) By the four-horse coach which awaits the arrival of the train and proceeds along the head of Bantry Bay to Glengariff, a beautiful glen on the northern shore, where a halt is called for the night; or (b) Glengariff may be reached by the new steamer, *Lady Elsie*, which runs in connection with the trains and coaches, and provides a welcome opportunity of surveying this lovely bay. The tickets are available by either coach or steamer. Resuming the journey from Glengariff next morning, the tourist is carried into Kerry near Kenmare, from which town travellers have a choice of two routes to Killarney. They may proceed by the branch of the Great Southern and Western Railway which joins the main line at Headford, the station next to that at Killarney; or they may retain their seats on the coach, and drive through the mountains of Kerry. The ticket is available by both routes. The Prince of Wales route is, as befits its importance, more fully described on pp. 149-173.

Circular tours by the Prince of Wales Route to Killarney and back are arranged in connection with the Great Southern and Western; Great Northern (Ireland); Midland Great Western; Waterford, Limerick and Western; London and North-Western; Great Western; Lancashire and Yorkshire;

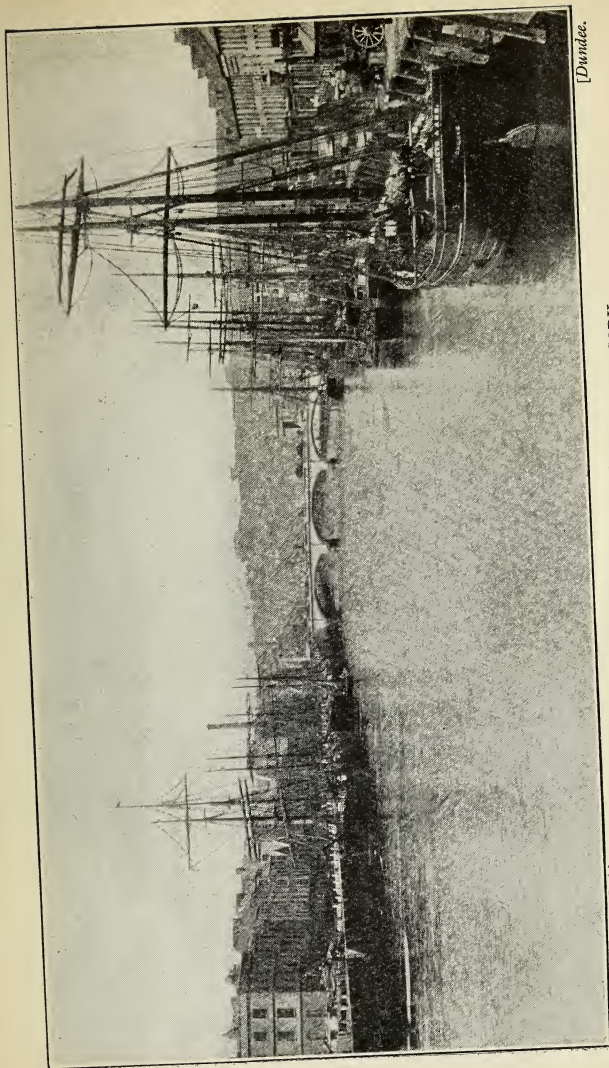
Great Central ; London, Brighton and South Coast ; Midland ; Cheshire lines ; and London and South-Western Railway ; the City of Cork Steam Packet Company's ports ; and the Clyde Shipping Company's ports.

**The
Macrooom
Route.**

The third route from Cork to Killarney is by rail from Capwell station to Macrooom, where well appointed coaches run *via* the Lakes of Inchigeela, Gougane Barra, and the Pass of Keimaneigh, joining the Prince of Wales route at Glengariff. This route is fully described on pp. 174-179. Through tickets are issued to Killarney. Tickets for circular tour, including route as above to Killarney and return by rail (Great Southern and Western) to Cork are also issued.



BRITISH AND IRISH STEAM PACKET CO.'S STEAMER.



[Dundee.]

THE QUAYS AND ST. PATRICK'S BRIDGE, CORK.

Valentine & Sons, Ltd.

DUBLIN TO KILLARNEY AND CORK

By the Great Southern and Western Railway.

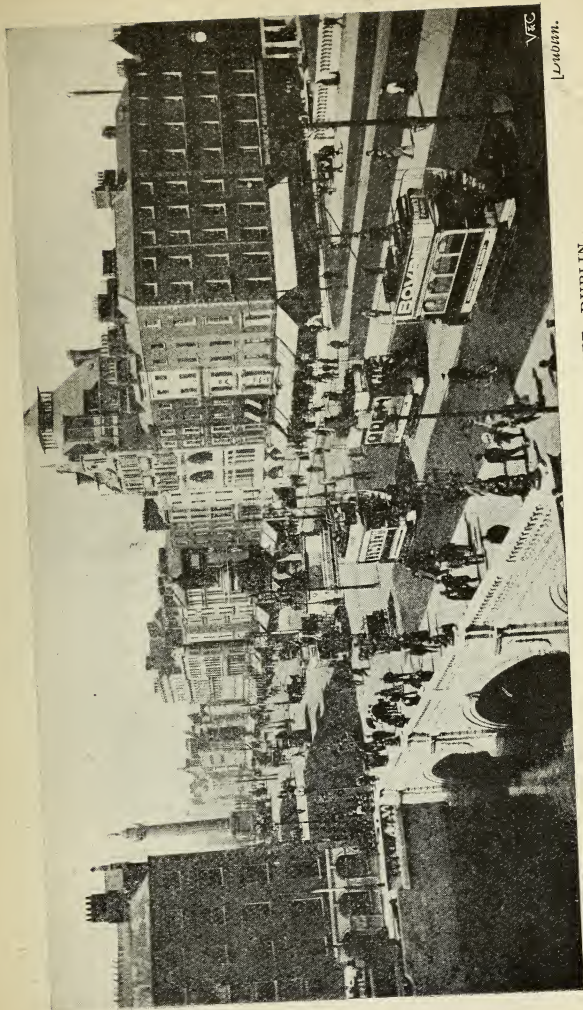
THE point of departure from Dublin to the South of Ireland is the Kingsbridge terminus of the Great Southern and Western Railway Company, at the western end of the city. Leaving **Kingsbridge Station**, we skirt the famous Phoenix Park, and pass in succession **Clondalkin**, where may be seen one of the most perfect of the many round towers in Ireland; **Lucan**, noted for its mineral spring and its strawberry beds; and **Hazlehatch**. The latter affords access to the town of **Celbridge**, near which is the abbey of the same name, a favourite resort of Dean Swift, and the home of Esther Vanhomrigh, the original of the Vanessa in his poem of "Cadenus and Vanessa."

Our onward journey is through pretty country. At **Sallins**, eighteen miles from Dublin, we cross the Grand Canal, which connects the Liffey and the Shannon and so forms a waterway from the east to the west of Ireland. Then we see the **Hill of Allen**, rising to a height of three hundred feet from the Bog of Allen. Newbridge is the station for the **Curragh of Kildare**, a vast common belonging to the Crown. A permanent camp of instruction was formed here in 1853. The Curragh, too, is the Epsom of the Emerald Isle, and is four times a year the scene of races which occupy the highest place in the estimation of Irish sportsmen.

The town of **Kildare** is half concealed from the railway by a ridge, on the summit of which rises a round tower, 132 feet high. The ancient Cathedral has recently been restored at a cost of £12,000.

A branch line runs off to the west from **Portarlinton** (*refreshment room at station*), chiefly through the famous Bog of Allen, to Tullamore and Athlone, where it connects with the Midland Great Western Railway.

Leaving the junction, a run of about nine miles along a valley bounded by the Rocky Hills and the Slieve Bloom



O'CONNELL BRIDGE AND SACKVILLE STREET, DUBLIN.

W. Lawrence.]

V&C
Dublin.

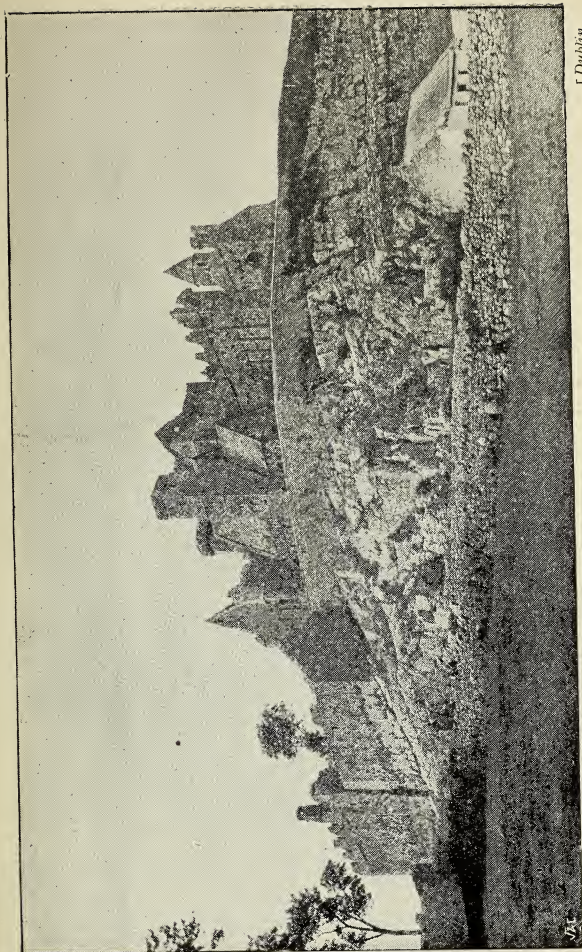
range of mountains, brings us to **Maryborough**, standing on a small tributary of the Barrow. Its chief attractions are a bastion of the old Castle, erected when the town was built to overawe the natives of the then newly conquered neighbourhood; and the ruins of Dunamase Castle, at one time in the possession of Strongbow. It crowned the summit of a singularly-shaped rock, known as Dun Mall or Dunamase.

At Maryborough the branch to Kilkenny and Waterford leaves the main line; and **Ballybrophy** station (*ref. room*) is the junction of the Parsonstown and Nenagh branches, both of which open up the beautiful scenery of the Shannon. Then we enter the county of Tipperary and the province of Munster. At **Templemore** we find traces of the Knights Templars who founded the town and have left an interesting relic of one of their preceptories, now forming the entrance to the grounds of the Abbey. The view from the carriage window westward at this spot is interesting, as in the background are the famous **Devil's-Bit Mountains**. This range obtained its name from a legend that the Devil, being benighted and hungry on the summits, bit a piece out of one, but finding it too hard and tough to eat dropped it in disgust. The tourist will plainly observe a gap in part of the range, said to have been the Satanic mouthful. The "bit," we are told, formed the Rock of Cashel, views of which we get after passing **Thurles**, the seat of the Archbishop of Cashel and the site of the once great Cistercian foundation known as **Holy Cross Abbey**, from its having been built (1168-9) to hold a relic of the true cross. It was here, in 1850, that the famous synod assembled, which, after condemning the Queen's Colleges as "godless," recommended the foundation of a Roman Catholic University for Ireland, a course adopted by Parliament in 1879. The Roman Catholic Cathedral is one of the finest structures in Ireland.

From the next station, **Goold's Cross**, a new light railway, with steam motor coaches, runs to—

Cashel,

five and three-quarter miles to the south. Passengers can travel direct from Dublin to "Cashel of the Kings" without change of carriage. Few places in Ireland are of greater interest historically than this ancient but now dilapidated episcopal city. The ruins of the old **Cathedral** on the summit



[Dublin.]

THE ROCK OF CASHEL.

W. Lawrence,]

of the Rock are among the finest in the country. The edifice was benevolently burnt in 1495 by the Earl of Kildare, "because he thought the archbishop was within!" This candid explanation, curiously enough, gained for him the appointment of lord-deputy of Ireland. Besides the Cathedral, there are on the rock Cormac's Chapel, built in 1127, and the palace of the kings of Munster, with its famous round tower, 90 feet high. The Grey, or Hore, Abbey, founded by David MacCawell, Archbishop of Cashel in 1278, is a picturesque ruin about a quarter of a mile from—but in full view of—the Rock.

Passing **Dundrum**, we reach **Limerick Junction** (*ref. room*), where the Waterford, Limerick and Western Railway crosses the Great Southern and Western line. Leaving the station, we have a good view leftward of the **Galtee Mountains**, which embrace some of the most lofty in the south of Ireland, the long hill of **Slieve-na-Muck** extending east and west in front of us.

Kilmallock is noted for its numerous ruins—old castles, churches and spacious mansions, which attest its former magnificence, and have given it the name of the Baalbec of Ireland.

At **Charleville**, the direct line from Cork to Limerick leaves the main line of the system.

Leaving the junction, the main line turns due south, and next passes **Buttevant**, a garrison town of some importance. Its chief interest lies in its connection with Spenser, who resided in the neighbourhood. The ruins of Kilcolman Castle, where the poet acted as secretary to Lord Grey of Wilton, lord deputy of Ireland, are some four or five miles from Buttevant. It was here that the first three books of the *Faërie Queen* were written.

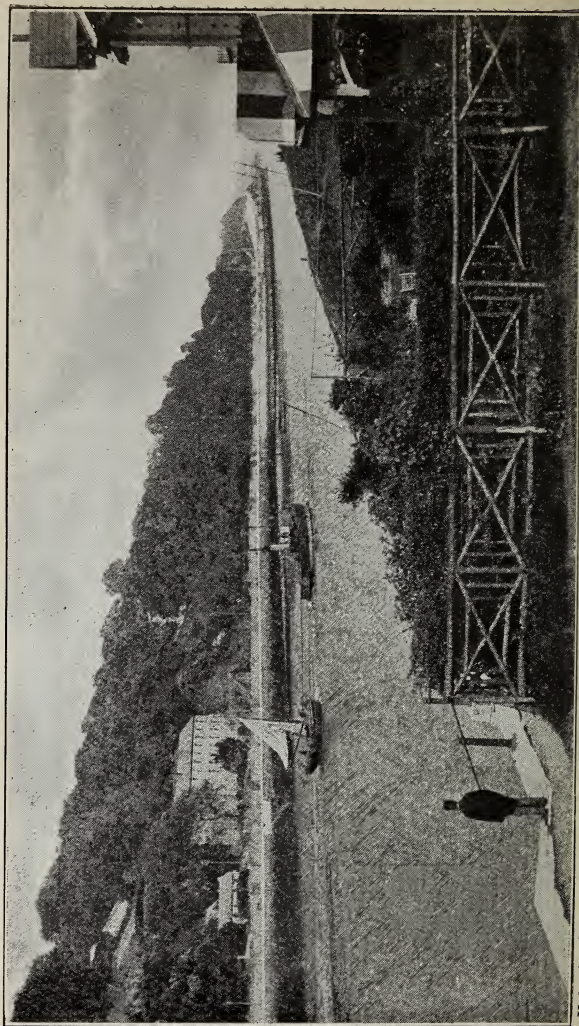
Leaving Buttevant and continuing our southward course, we soon reach **Mallow**, a noted town and an important railway junction (*ref. room*), on the banks of the Cork *Blackwater*. Passengers for Killarney should ascertain whether it is necessary to change here. At one time known as the Bath of Ireland, Mallow was a popular resort of invalids and others who came to drink the waters of its spa and to admire the scenery; while the excellent fishing in the river and the convenience of railway transit still render it a favourite centre for anglers. The mineral waters of Mallow are very similar to those of Clifton.

Mallow to Killarney.

The direct line to Killarney runs due west from Mallow, following the course of the Blackwater. There are five intermediate stations, but we only need notice those of **Rathmore** and **Headford**, the latter because it is the junction of the Kenmare branch (*see* p. 148); the former to recall the bog-slide which took place near Quarry Lodge, to the north of the station, at Christmas, 1896, when Bogach-na-Mine, "the bog of the meal," some two hundred acres in extent, rolled bodily in a southerly direction, sweeping away houses and suffocating some of their occupants.

Mallow to Cork.

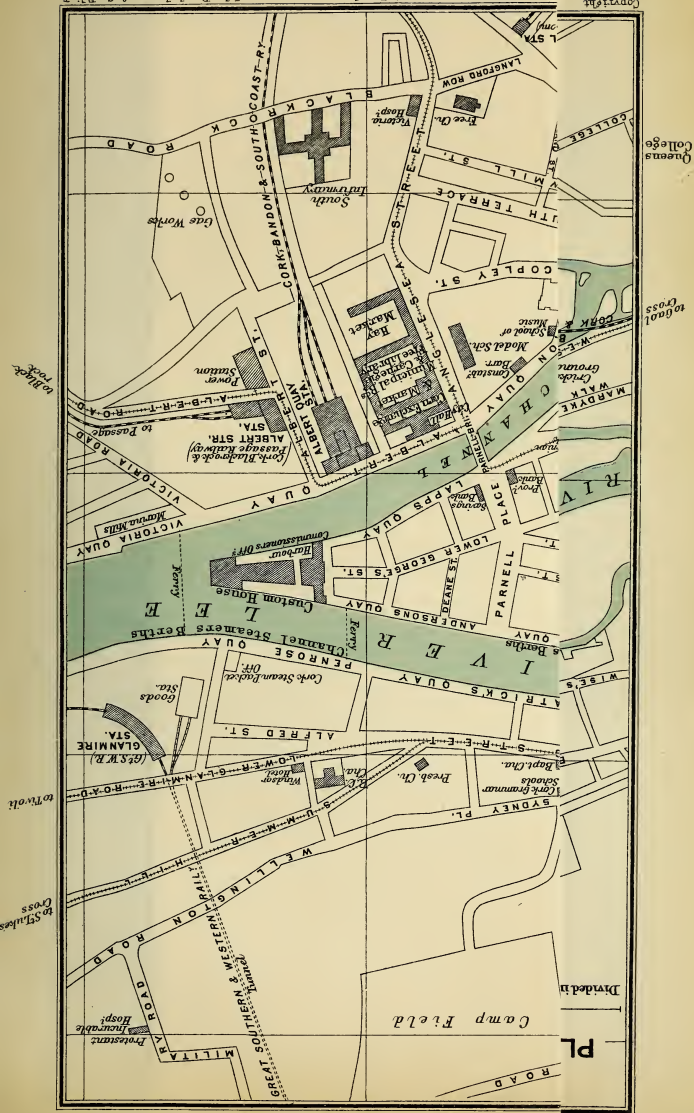
If the tourist intends, instead of proceeding direct to Killarney, to travel *viâ* the "Prince of Wales," or *viâ* the Macroom Route, he continues along the main line to Cork. The country is of a pretty, pastoral character, with an imposing background of mountains, but calls for no remark until, after passing the stations at Mourne Abbey and Rathduff, **Blarney** is reached. The famous Castle, with its still more famous stone, lies about a mile and a half to the west, in an extensive hollow, amid the "Groves of Blarney." Another three or four miles and we plunge into a long tunnel, emerging in the north-eastern part of **Cork** (*ref. room* at station).

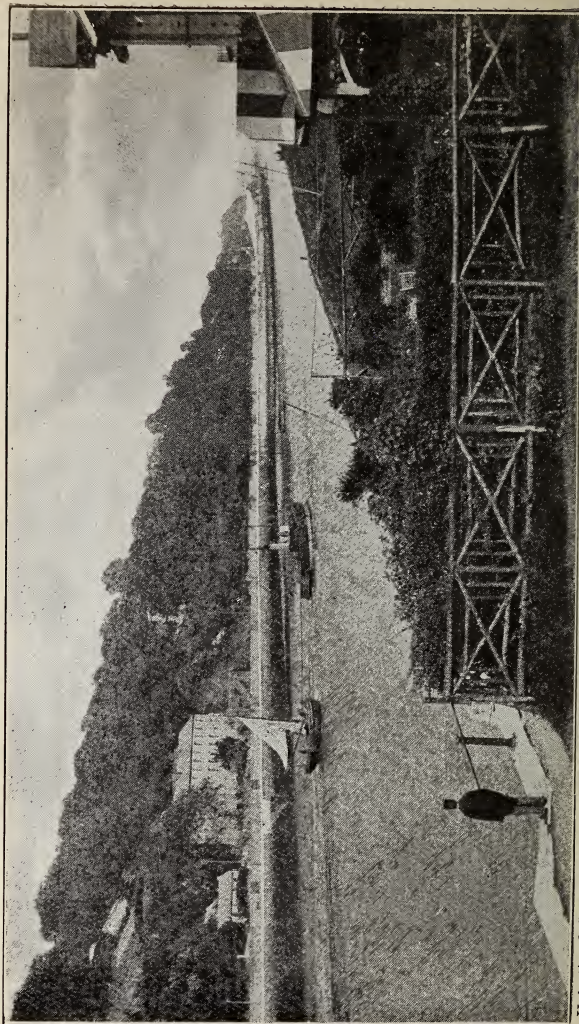


Valentine & Sons, Ltd..]

VIEW FROM THE MARINA, CORK.

[Dundee.

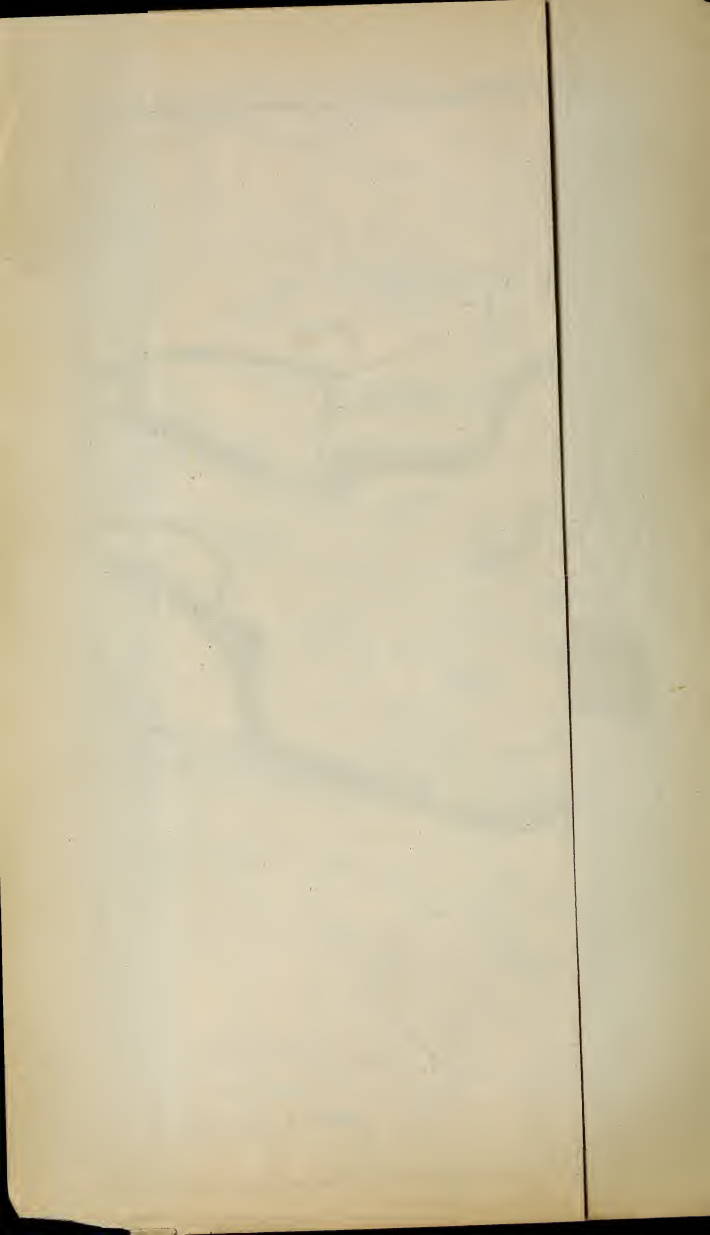


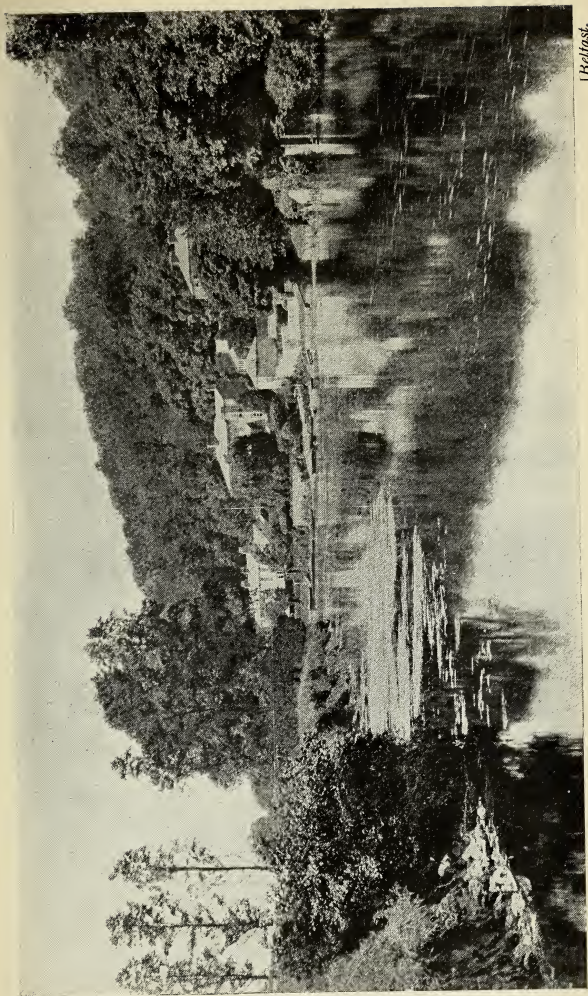


Valentine & Sons, Ltd.,]

VIEW FROM THE MARINA, CORK.

[Dundee.





[Belfast.

ON THE LEE.

R. Welch,]

stand, and the local clubs have erected boating-houses of much amenity.

Across the water are the suburbs of **Montenotte** and **Tivoli**. An eastern traveller has observed of the latter: "A few minarets placed in its hanging gardens would realise the Bosphorus." Raleigh lived at Tivoli for a time, and it is said that trees planted by him still exist. Miss Curran, the betrothed of poor Robert Emmett, resided at a house known as Woodhill. Her romantic story inspired Moore's musical lyric, "She is far from the land where her young hero sleeps." Further eastward, on the north bank, the pretty Glanmire stream joins the Lee, beneath a drawbridge of cast iron.

The walk along the Marina and the south bank of the river may be continued as far as **Blackrock Castle** (see p. 46) and the beautiful expanse of Lough Mahon.

There is not much to interest visitors in the southern portion of the city, but some may be inclined to see the **Lough of Cork** (*Lough-na-famog*), just off the Bandon Road. It is a considerable sheet of water, fed by streams from the surrounding hills, and is interesting as the scene of one of the most remarkable of Crofton Croker's *Fairy Legends*.

or the North Chapel. It was built in 1808, and boasts a massive and lofty tower, but architecturally it is not a success. The interior is in striking contrast to the plain exterior, and deserves to be seen, though the tourist may object to the over-elaboration of some of the details, and the almost gaudy appearance of the whole. A monument by Turnerelli, near the altar, commemorates Dr. Moylan, the founder of the cathedral, and in the open space in front of the main entrance is a bronze statue of Bishop Delany, D.D., erected in 1890.

By following the squalid Old Chapel Lane up the hill, with the Fever Hospital on the left hand, one reaches the **Old Youghal Road**, which may be described as the "Northern Heights" of Cork, affording an excellent view over the city and harbour. The **Barracks** and camp field are up here, and the tunnel of the Great Southern and Western Railway, leading to Glanmire station, runs below.

To regain St. Patrick's Street from the Old Youghal Road we turn down Audley Place to **St. Patrick's Hill**. The latter is perhaps the steepest street in Cork. How the horses manage to get up and down is a marvel. Convenient steps assist the pedestrian.

Having regained St. Patrick's Bridge, a walk of a quarter of a mile along the north side of the river would bring us to the **Dominican Church of St. Mary's**, the Ionic portico of which stands out so clearly in the view from St. Patrick's Bridge. The church is deservedly admired for the chasteness of its style and its just proportions.

On the opposite bank of the river, but not quite so far from St. Patrick's Bridge, is the **Cork Opera House**.

The **Crawford Municipal Schools of Science and Art**. (*Visitors are admitted to the museum, class rooms, and lecture theatre daily, Sundays excepted, from 10.0 to 10.0.*) This important institution occupies the site of the old Custom House, which having been used by the Royal Cork Institution till it ceased to exist, was granted by the Crown to the Corporation in 1883, for the erection of the schools. The new buildings were the gift of the late Mr. William H. Crawford (hence their name), and were opened by the then Prince and Princess of Wales in 1885. In addition to classrooms for painting, lace-making, modelling, and other subjects, there is a small sculpture and picture gallery, containing a collection of works by Cork artists, headed, as is only proper, by Maclise. The

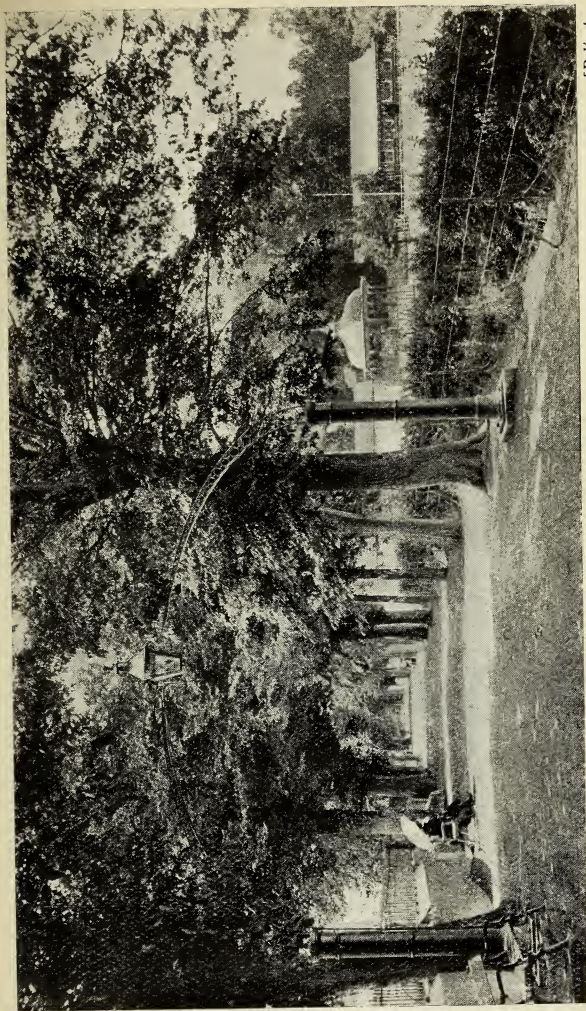
museum contains a number of antiquities, coins, fossils, etc.

The imaginary round thus described has taken in most of the important features of Cork, but is far from complete. Cork must have, in proportion to its size and population, more public buildings, churches, convents, asylums, and benevolent institutions than any other town in the kingdom. Fortunately it is neither necessary nor desirable that we should describe them all.

But so far nothing has been said about the eastern end of the town and its chief ornament, the Marina. We will, therefore, suppose a start to be again made from Father Mathew's statue. We turn this time eastward along the **Merchants' Quay**, which borders the south side of the Lee. At **Warren's Place**, a broad thoroughfare resembling the Grand Parade (*see* p. 34), we turn rightward to the **Parnell Bridge**, formerly the Anglesea Bridge, and, crossing it, reach **Albert Quay**. Here are the **Municipal Buildings**, mayor's office, and so on. The new **Free Library** was built by means of a donation of £10,000 from Mr. Andrew Carnegie. Close at hand is **Albert Quay Station** (the terminus of the Cork, Bandon, and South Coast Railway, by which the tourist proceeds, *via* the Prince of Wales route, to Killarney). Not many steps westward is the **Albert Street Station**, belonging to the Cork, Blackrock, and Passage Railway Company, by whose trains and steamers we can proceed down the harbour to Crosshaven, etc. Continuing by the river bank, we have on the right a large open space euphemistically known as **Cork Park**. It is reclaimed marshland, but being almost untimbered is not particularly attractive. The **Racecourse** adjoins, and a further part of the marshy tract is occupied by the showyards of the Cork Agricultural Society. Still continuing by the river we reach—

The Marina,

a delightful tree-lined promenade, commanding exquisite peeps of the Lee and the pretty villas and gardens on the opposite bank. Seats and rustic shelters are placed at intervals, and the thirsty may imbibe from a number of not very inviting wayside fountains. In recent years this promenade has been greatly improved, and it is certainly the part of Cork most likely to please visitors. There is a small band-



[Belfast.]

THE MARDYKE.

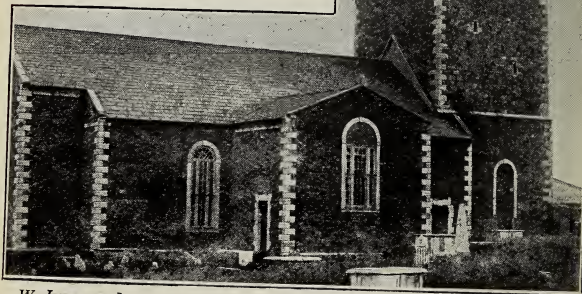
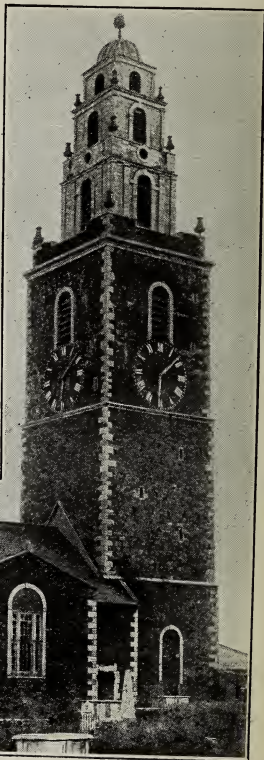
R. Welch,]

Continuing citywards along Sunday's Well Road and Blarney Street, we reach Shandon Street, and enter a rather poor quarter of the city. A turning on the right (Church Street), ascending the hill, leads to—

St. Ann's, Shandon,

the bells of which gave rise to Father Prout's lyric (*see* p. 25) and also provided the late Wm. Black with a title for his well-known novel, *Shandon Bells*. We have already drawn attention to the two colours of its pepper-box-like steeple, but otherwise the building does not call for comment. It dates from 1722. There are quaint inscriptions on the bells, one of which states that "Abel Rudhall, of Glo'ster, made us all." The tower clock has four dials and can be seen from nearly all parts of the city. Father Prout was buried in the family vault near the foot of the tower.

Just beyond and above Shandon Church is **St. Mary's Roman Catholic Cathedral**,



W. Lawrence,]

SHANDON CHURCH.

[Dublin.

“Tell me, ye merchant daughters, did ye see
 So fayre a creature in your town before?
 Her goodlie eyes, like sapphyres shining bright;
 Her forehead, ivory white,
 Her lips like cherries charming men to byte.”

In 1688 the old church was garrisoned by the English, and the guns of the Irish fort close by did it considerable damage. In the south transept of the present building can be seen on a bracket a cannon-ball which was found embedded in the former steeple.

Facing the west end of the cathedral is the **Bishop's Palace**, a plain modern building, standing in extensive grounds.

About a mile to the south-east is **St. Joseph's Cemetery**, at one time used as botanic gardens. They were purchased in 1826, as Thackeray has told us, for their present use, by Father Mathew, who was himself interred therein, and whose grave, with its simple stone cross, is visited annually by thousands. The ground contains some beautiful monuments by Buckley, Foley, and Ambrose, all citizens of whom Cork is proud. The most remarkable tomb consists of a sarcophagus of Portland stone, resting on a base of limestone. On the sarcophagus is the figure of a mourning angel, in white marble—one of the masterpieces of Hogan, the well-known sculptor, who was a native of the city.

Walking or driving westward along Gill Abbey Street and College Road for about half a mile we reach—

Queen's College,

occupying the summit of a rock about 40 feet above the level of the South River, which laves its base. It stands on the site of the monastery founded by the patron saint of Cork, first of all called *Antro Sancti Fion Barrie* (“the cave of St. Fin Barre”), and afterwards known as Gill Abbey, in memory of Gilla Aeda O'Mugin, one of its most celebrated abbots. The College, in the Tudor style, is constructed of a greyish limestone, and consists of a quadrangle, round which are grouped an examination hall, lecture rooms, library, museum, cloisters, and residences for the president and vice-president. The grounds contain a number of tropical plant houses and an observatory. The College was established in 1849 as part of a general scheme to meet the educational wants of Ireland, but as the “godless” colleges have not found favour with the Roman Catholic authorities, Queen's College has never attracted a great number of

students. Visitors are generally allowed, on application, to look over the building.

Our return to the heart of the city can be varied by turning round by the Gaol, crossing the South Channel, and entering Western Road, along which the light railway to Blarney runs. A rustic bandstand will be seen in a field, and crossing to this we reach—

The Mardyke,

a mile-long promenade running between the two channels of the river. It is arched overhead by the entwining branches of the fine elm trees that grow on either side. Thackeray, in his *Irish Sketch Book*, thus describes it :—

“ We pass all sorts of delightful verdure, cheerful gardens, and broad green luscious pastures down to the beautiful river Lee. On one side, the river shines away towards the city, with its towers and purple steeples ; on the other, it is broken by little waterfalls and bounded in by blue hills, an old castle lowering in the distance, and innumerable parks and villas lying along the pleasant, wooded banks. How beautiful the scene is, and how rich and how happy ! ”

But the encroachments of the builder have robbed the Mardyke of much of its charm, and it cannot for a moment compare with the Marina, at the other end of the city (*see* p. 42). The ground to the north formed the site of the Cork International Exhibition, 1902–3, and has now been converted into a public park, known as **Fitzgerald Park**, in honour of Sir Edward Fitzgerald, Bart., who was Lord Mayor at the time of the Exhibition.

On the other side of the North River, and reached by ferry or by the Wellington Bridge, near the end of the Mardyke, is the district of—

Sunday's Well,

which occupies the southern slope of a long hill stretching westward in a line with the river and overlooking the city. The name is supposed to be derived from a spring once believed to possess miraculous virtues. In this quarter are the Cork Waterworks and a number of imposing public buildings. The long structure of coloured brick, with white stone dressings, that shows up so prominently is the **St. Vincent's Roman Catholic Church and Retreat**. Near it is the **Good Shepherd Convent**. The extensive Lunatic Asylum appears to be a quite desirable place of residence. Another building much in evidence is the castellated Female Prison.

From the Parade, Great George's Street leads to Western Road and the terminus of the Light Railway to Blarney and Coachford. The tourist would do well to proceed in this direction at least as far as the **Court House**, the Corinthian portico of which, according to Macaulay, "would do honour to Palladio." The columns are 30 feet high, and rest on a platform $6\frac{1}{2}$ feet above the level of the street, approached by a flight of eleven steps. On the apex of the pediment is a group of figures representing Law and Mercy supporting Justice. The interior contains two courts and other apartments. The central hall, with its lofty dome, is very imposing. The apparent newness of the Court House is accounted for by the fact that it was completely gutted by a fire which broke out on Good Friday, 1891.

At the end of the Grand Parade we reach the South Channel. The premises of the Cork City Club prevent a turning rightward, and we therefore turn into the **South Mall**, another broad thoroughfare, in which stand most of the banks and the offices of the principal professional men. On Charlotte Quay stands the—

Father Mathew Memorial Chapel,

or Church of the Holy Trinity. It is a beautiful limestone building, and when seen from across the water immediately arrests the eye by its curious open front and pinnacled tower. The spire is 200 feet high. The church contains a fine stained-glass window in memory of O'Connell, the "Liberator."

Crossing the South Channel by **Parliament Bridge**, with its single arch, we turn westward by Sullivan's Quay and French's Quay to Bishop Street, noticing high up on the left the dingy wall of Elizabeth Fort. We now reach what is by far the most noteworthy and imposing building in Cork,

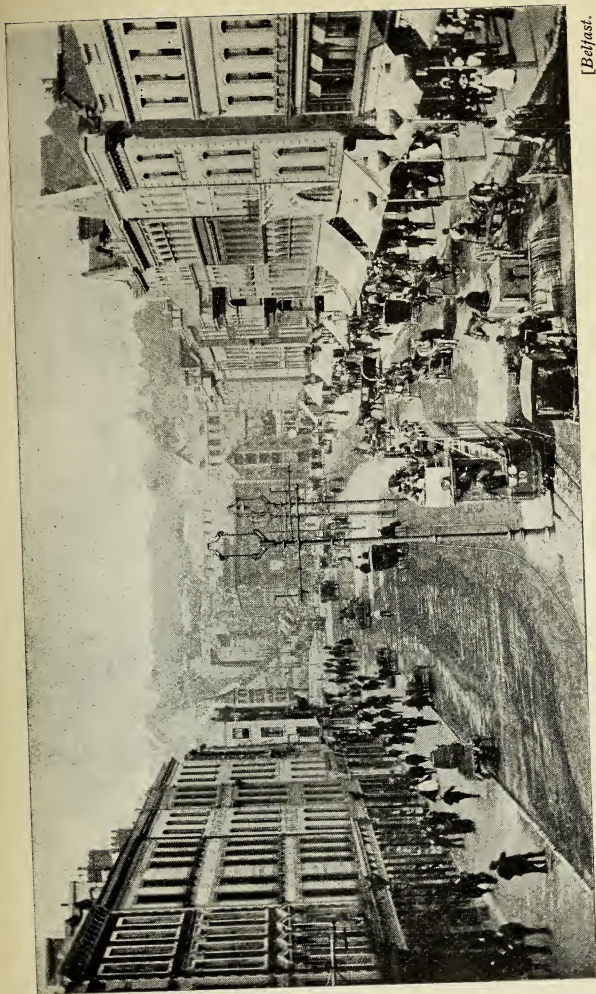
St. Fin Barre's Cathedral,

the Protestant cathedral of the diocese. It occupies the site of the church erected by the saint to whom Cork is said to owe its foundation, and is the third building which has stood on the spot.

The design has been truly described as "utterly un-English in character." The west front in particular suggests Bayeaux or Rheims. The late William Burgess, A.R.A., was the archi-

tect, and considering the past connection of France with the South of Ireland, it was a happy inspiration on his part to adopt so successfully the French Early Pointed style. The Cathedral was consecrated, in an unfinished state, by the late Bishop Gregg, in 1870; and it has since been completed, mainly at the expense of Mr. Wise, the distiller, and Mr. Crawford, the brewer. The central tower, surmounted by a plain octagonal spire, 240 feet high; the two western towers and spires, of the same design; the magnificent west front, with its statuary and beautiful portals; the semicircular apse, at the east end; the large rose windows at the end of each transept; the great number of other windows, filled with stained glass; and the massive buttresses—these and every detail, charmingly blended and forming a harmonious whole, make the Cathedral externally a “thing of beauty.” The richly-carved West Front, with its three portals, massive rose window and stately spire, is the most noteworthy portion of the exterior. The figures on either side of the middle portal represent the Wise and Foolish Virgins, with lamps in their hands, the Bridegroom standing in the centre. Internally, the church is even more imposing. It is 162½ feet in length, and its width, with the aisles, is 56½. The transepts are 81½ feet long, from east to west, and 11½ feet wide. The roof of the nave is 68, and the lantern of the central tower 101 feet above the pavement. The bishop’s throne (of carved oak), erected by the clergy of the diocese as a memorial of Bishop John Gregg, at a cost of nearly £1,500, is 46 feet high. On the three wooden panels enclosing the seat are carved the heads of twenty eminent prelates who have filled the see of Cork, beginning with St. Fin Barre. The upper part is turreted and crocketed, and has appropriate carved emblems. The mosaic pavement of the semicircular apse is of remarkable design, by Mr. Burgess, illustrating Matthew xiii. 47: “The kingdom of heaven is like unto a net, that was cast into the sea, and gathered of every kind.” This costly work, executed in Paris by Italian artists, was one of the last gifts of Bishop John Gregg. The lectern, presented by ladies of the diocese, is most elaborate and beautiful. The stained-glass windows of the aisles and transepts represent scenes from the Old Testament, beginning at the west rose-window with the Creation. Round the ambulatory are windows representing scenes from the New Testament, commencing at the north end.

It is thought probable that Spenser, the poet, was married (June 11, 1594) in the church which formerly stood on the site. His bride was a Cork lady, but of the county, not the city. He provokingly asks—



[Belfast.

ST. PATRICK'S STREET.

R. Welch,]

Mathew's centenary was enthusiastically celebrated in 1890. The Mathew Memorial Church overlooks the South Channel, on Charlotte Quay (*see* p. 35).

We are now in—

St. Patrick's Street,

the "Regent Street" of Cork, a thoroughfare lined with handsome shops and hotels, but sadly lacking in uniformity. The seeker for souvenirs and suitable presents for the home folk is not likely to find a better place for shopping in the south of Ireland. The semicircular shape of the street is accounted for by the fact that it is built on arches over what was once a deep and important branch of the river, in which ships were laden and unladen. In the bend one notices on the left the **Victoria Hotel**.

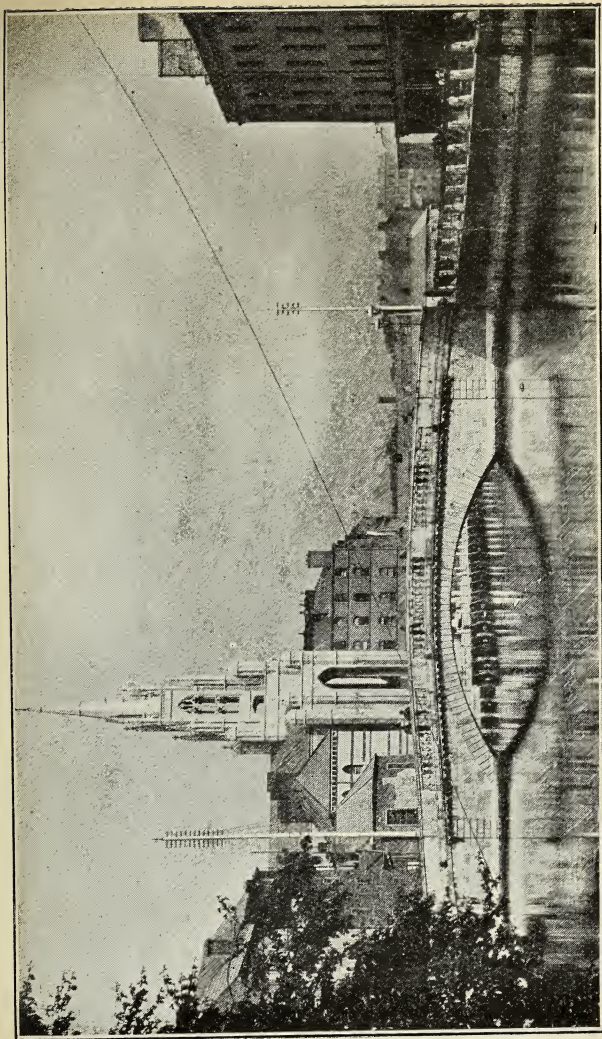
Winthrop Street leads from St. Patrick's Street to George's Street, where stands the **Chief Post Office**, a handsome stone-fronted building, recently erected at a cost of £40,000. Lower down are the **Imperial Hotel** and **Commercial Buildings**.

Continuing round St. Patrick's Street to its junction with the Grand Parade, a short alley on the right conducts to the Roman Catholic Church of

St. Peter and St. Paul,

a handsome Gothic building designed by Welby Pugin. The interior is very richly decorated. For those who have time to see only one Catholic church we should be inclined to recommend this. The architectural proportions of the exterior would be seen to better effect in a wider street.

A few yards further we turn left into the **Grand Parade**, the widest street in Cork. It stands on what was once a large dock, arched over in 1780. Up to that time the western side was known as Tuckey's Quay, and the eastern as the Mall—the latter then a pleasant promenade, shaded with trees. The two sides were connected by a bridge on which stood an equestrian metal statue of George II, colloquially known as "George-a-cock-horse." The Grand Parade is notable for an immense circular fountain which stands in the middle of the roadway. There is an inscription round it relating to one Berwick, but we are not aware that any one has ever been known to make the extensive circuit for the sake of reading it. The principal meat, fish and vegetable **Markets** are on the Parade.



Valentine & Sons, Ltd.,

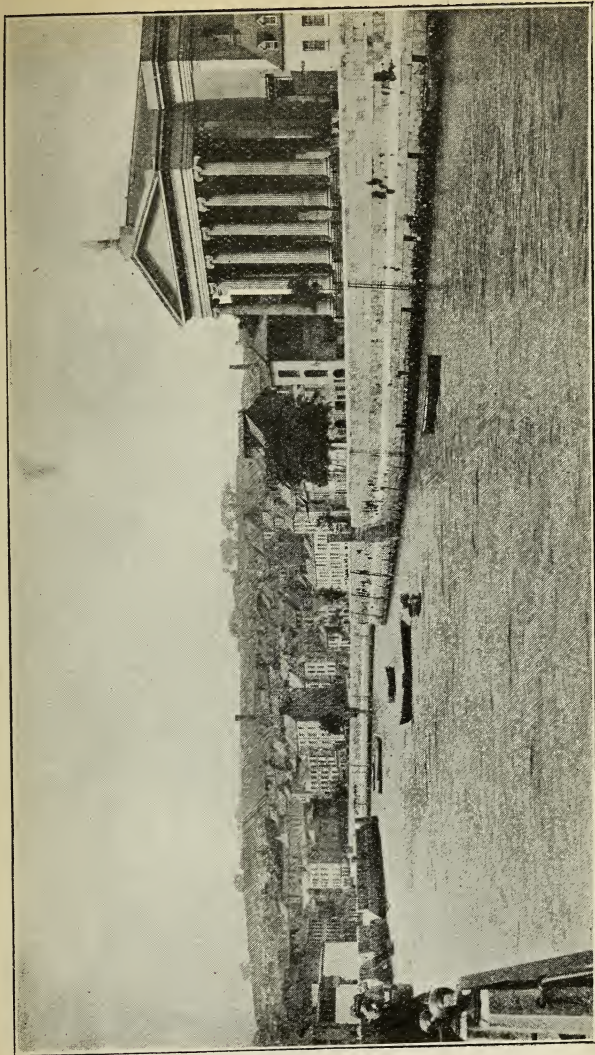
PARLIAMENT BRIDGE AND FATHER MATHEW MEMORIAL CHURCH.

[Dundee.]

The Statue of Father Mathew,

a fine work in bronze, by Foley, erected in 1864, and said to be a remarkably good likeness.

The great Irish Apostle of Temperance was born at Thomastown House, Tipperary, in 1790, his father being agent to, and a relative of, Lord Llandaff. The Mathews were originally a Welsh family, but settled in Ireland in 1637. Mathew did not distinguish himself either at school or at Maynooth, except for his reckless hospitality. He is said to have been sent down from Maynooth for violating the college rules by giving a feast in his room. He was ordained a priest in his twenty-third year, attaching himself to the Capuchins. After a short charge at Kilkenny, he came to Cork, and for twenty-four years led a busy and uneventful life amongst the poorest classes of the city. His sterling character and unbounded generosity made him respected and beloved, but probably no one would have been more surprised than himself to learn what a prominent part he was shortly to play. Ireland was at this time in a condition deplorable beyond description. In Carlyle's words: "A third part of the Irish people had not for thirty weeks in the year as many third-rate potatoes as would give them food." Mathew seems constantly to have urged his people to adopt temperance as a remedy for many of their ills, but his words had little effect, nor was he himself a total abstainer. At the age of forty-seven some Quakers begged him to lend his powerful support to a temperance movement they had recently inaugurated. He hesitated long, then called a meeting of his friends, and saying, "Here goes, in the name of God," signed the total abstinence pledge. His success as a temperance advocate was immediate and astounding. In less than three months he had enrolled 25,000 teetotalers. A month or two later the number swelled to 130,000, then to 200,000, and ere long it was calculated that half the population of Ireland, then much greater than now, had taken the pledge. 150,000 were known to come forward in four days. What is more, for some years at least, most of the people kept their pledges. The duties on Irish spirits dropped from £1,434,753 in 1839, to £852,418 in 1844. Not only in Ireland, but in Scotland, England, and the States, the Father won hosts of adherents. But his success was comparatively short-lived. The terrible famine of 1845 and subsequent years, and the sufferings it entailed, led many to seek again the old consolation. Mathew was indefatigable in his efforts to provide the necessaries of life for his people, begging from friends and impoverishing himself, but his movement to a great extent collapsed. In expectation of a legacy of £7,000 he had spent large sums in providing badges and tokens for his numerous societies, and when the legacy failed Mathew found himself heavily involved, and was actually on one occasion arrested for debt. To the credit of the English Government, he was awarded a pension of £300. He died, broken in health but still "pledging," at Queenstown, on December 8, 1856. A simple cross marks his grave in St. Joseph's Cemetery, a burial-ground which he himself established so that, in the words of Thackeray, "Protestants and Catholics might lie together without clergymen quarrelling over their coffins."



[Dundee.]

POPE'S QUAY AND DOMINICAN CHURCH.

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Cork, with his coat buttoned behind." The quay bears a close resemblance to a Spanish bazaar, both in the mode of selling and the variety of articles displayed. Everything can be had, from a needle to an anchor—from a flimsy cotton ball to a faded court suit. Chiefly on Saturday evenings, the place is thronged with the poorer classes, and as the crowd surges along the volubility and unlimited "blarney" of the vendors affords the reflective tourist both amusement and instruction. From the giddy height of their counters the merchants set forth the merits of their wares in phrases replete with the choicest native wit and graced with the wildest blossoms of southern rhetoric. And all this confusion, eloquence, and trade is further enlivened and graced by several ragged "poets" singing and selling "a yard and a half of ballads for one ha'penny," and itinerant Paganinis exhaustively scratching the "Rakes of Mallow."

A TOUR OF THE CITY.

The excellent system of electric tramways enables the tourist quickly to reach any desired part of the city. The following are the features best worth seeing :—

CHURCHES.

St. Fin Barre's, Bishop Street.
SS. Peter and Paul, just off
St. Patrick's Street.
St. Ann's, Shandon, near Shandon Street.
St. Mary's R. C. Cathedral, near Shandon Street.

PUBLIC BUILDINGS.

Court House.
Royal Cork Institution, and
Crawford Municipal School of Art.
Queen's College.

STREETS.

St. Patrick's.
Grand Parade.
South Mall.
Warren's Place.
The Quays.

PROMENADES AND OPEN SPACES.

The Marina, south side of Lee.
(Cork "Park," near the Marina, is, as the natives would say, "not much.")
The Mardyke, western end of town.

This list is by no means exhaustive, and is not intended to be so. But it may help the tourist who has a few hours only at his disposal, as the round may be compassed in a morning or afternoon. Time should certainly be allowed after seeing Cork for the trips down the Lee and to Blarney.

Assuming that the start is made from the south side of St. Patrick's Bridge, we first notice, in a commanding position in the middle of the roadway—

a borough by prescription ; its oldest charter was granted by Prince John, who acted, until the memorable "pulling of the beards" incident, as viceroy of Ireland during the reign of his father, Henry II. The city returns two members to Parliament.

Streets, Quays and Bridges.

The streets are spacious, but of irregular formation—a state of things attributable to their having been originally erected on the banks of the streams which separated the islands (now united), the opposite sides of which were connected by bridges. As Macaulay puts it : "The city extended over about one-tenth part of the space which it now covers, and was intersected by muddy streams, which have long been concealed by arches and buildings. A desolate marsh, in which the sportsman who pursued the waterfowl sank deep in water and mire at every step, covered the area now occupied by stately buildings, the palaces of great commercial societies." As a reference to our plan will show, the central portion of the city is connected with those parts on the banks of the Lee by numerous bridges, the chief of which are **St. Patrick's** and the **Parnell Bridges**. The latter, formerly known as the Anglesea Bridge, was rebuilt in 1882, and re-named, as we have said, in honour of the then senior member for the city. St. Patrick's Bridge is remarkable as being broader than any bridge which spans the Thames except Westminster, the new structure at Vauxhall, and the recently widened London Bridge ; it is over 60 feet within the parapets. The bridge dates from 1859, and occupies the site of an older structure erected in 1798, and destroyed by flood in 1853. These two bridges are indirectly connected by three of the widest and best streets in Cork—St. Patrick's Street, the Grand Parade, and the South Mall ; and directly by the Merchants' Quay, on the south bank of the North River, and Warren's Place, which rivals in width and regularity the three streets already mentioned.

The **Northgate Bridge** crosses the northern arm of the Lee considerably to the west of St. Patrick's Bridge ; it occupies the site of one of the old fortified bridges and gates of the city, and with the **Southgate Bridge**, exactly opposite to it and spanning the southern branch of the river, formed for many years the only means of communication with the surrounding country. The bridges are connected by North and

South Main Streets. Bachelor's Quay, on the south bank of the stream, connects Northgate Bridge with Grenville Place; and at the point where these join, a spot at which the river makes a sharp turn to the south, the **Footbridge** affords a means of communication with the North Mall and the district of Sunday's Well, on the northern bank of the North River. The latter is also crossed by—

Wellington Bridge, at the western extremity of the city, close to the spot at which the river bifurcates. This beautiful bridge rests on three arches of hewn limestone, with solid parapets, and communicates with **George IV Bridge**, which spans the South River a mile from the terminus of the Cork and Muskerry Light Railway.

Clarke's Bridge and **Parliament Bridge** also span the South River. The former, which connects Wandesford Quay with Hanover Street, was built in 1726, of red clay-slate; and the latter, a handsome structure, of one broad arch with open parapets, built of the hewn limestone so much in favour in the city, connects the South Mall with Sullivan's Quay. The student of bridges can do very well at Cork. Not only has he within a small area no less than nine examples, but there is such a pleasing diversity in the styles that he can hardly fail to be instructed and edified.

This diversity in the matter of bridges is equalled, if not excelled, by the diversity of the buildings. A most noticeable peculiarity of Cork is its absolute want of uniformity, and the striking contrasts in colour of the houses. The stone of which the houses in the northern suburbs is built is of a reddish brown—that on the south of a cold gray tint. Some are constructed of red brick, some of brown brick, some are sheathed in slate, some whitewashed, some reddened, some yellowed. The most conspicuous steeple in the place, that of St. Ann's, Shandon, is actually red two sides and white the others.

“Parti-coloured, like the people,
Red and white stands Shandon steeple.”

The **Coal Quay**, between St. Patrick's and Northgate Bridges, is a part of the city likely to interest and amuse strangers, though the more respectable citizens shun it. The name is a misnomer, as the place is some distance from the literal coal quay, and coal is not sold within its precincts; but contrariety is reasonable here, for all know “Paddy from

“ There are no fortresses that we can call our own,
But Limerick stout, Galway, and brave Athlone,
Sing, Oh-oh, hone.”

The walls were soon afterwards destroyed, and we hear little more of Cork as a military centre, though it maintained its reputation as “ Rebel Cork ” until well into the nineteenth century. Mr. Parnell, it will be remembered, was member for Cork at the time of his death, and the city very properly showed its respect for his memory by calling the former Anglesea Bridge by his name. In 1902 was held the Cork International Exhibition, which attracted large numbers of visitors from all parts.

Literary Associations.

The literary associations of Cork are of considerable interest. One of its most notable sons was Francis Sylvester Mahony, better known as “ Father Prout.” Born at Cork in 1804, and educated for the priesthood, he drifted into journalism, and spent the greater part of his life in London, being associated with the *Daily News* at the time of Charles Dickens’s editorship, and writing the “ Inauguration Ode ” for Thackeray’s *Cornhill Magazine*. He died in Paris in 1866, being then correspondent of the *Globe*. Perhaps the best remembered of Father Prout’s works is the fine lyric on—

The Bells of Shandon.

“ With deep affection and recollection
I often think of the Shandon bells,
Whose sounds so wild would, in days of childhood,
Fling round my cradle their magic spells—
On this I ponder, where’er I wander,
And thus grow fonder, sweet Cork, of thee ;
With thy bells of Shandon,
That sound so grand on
The pleasant waters of the river Lee.

I have heard bells chiming full many a clime in,
Tolling sublime in cathedral shrine ;
While at a glib rate brass tongues would vibrate,
But all their music spoke nought to thine ;
For memory dwelling on each proud swelling
Of thy belfry knelling its bold notes free,
Made the bells of Shandon
Sound far more grand on
The pleasant waters of the river Lee.

I have heard bells tolling 'Old Adrian's mole' in,
 Their thunders rolling from the Vatican,
 With cymbals glorious, swinging uproarious
 In the gorgeous turrets of Notre Dame;
 But thy sounds were sweeter than the dome of Peter
 Flings o'er the Tiber, pealing solemnly,
 O! the bells of Shandon,
 Sound far more grand on
 The pleasant waters of the river Lee.

There's a bell in Moscow, while on towers and Kiosko,
 In St. Sophia the Turkman gets,
 And loud in air, calls men to prayer,
 From the tapering summit of tall minarets;
 Such empty phantom I freely grant them,
 But there's an anthem more dear to me:
 It's the bells of Shandon,
 That sound so grand on
 The pleasant waters of the river Lee."

Another journalist of distinction in his day was Dr. Maginn, who was born at Cork in 1793. He was primarily responsible for the establishment of *Fraser's Magazine*, at one time a journal of great repute and circulation, but which would probably have been forgotten by now but for Thackeray's connection with it. Maginn also contributed to *Blackwood*, but his intemperate habits prevented the success his extraordinary talents would otherwise have commanded. The text to the famous *Gallery of Literary Characters* was contributed by Maginn, and the illustrations were drawn by Mac-lise, also a native of Cork. Mac-lise's mother is said to have been pew-opener for twenty-two years in the then Presbyterian Church. The young artist first attracted notice by a "snap-shot" sketch of Sir Walter Scott, as the great novelist bent over a bookstall while on a visit to Cork. Barry, the painter, was born at Passage, near Cork, and J. Hogan, the sculptor, some of whose best work is to be seen in St. Joseph's Cemetery, was a native of Cork itself.

William Black's novel, *Shandon Bells*, deals largely with Cork and Glengariff, and may be recommended to the holiday-maker as light reading for leisure moments. J. A. Froude's only novel, *The Two Chiefs of Dunboy*, is interesting for the same reason.

Local Government.

The corporation of Cork consists of a mayor, sheriff, fourteen aldermen and forty-two councillors. At first, Cork was

what was far worse, their own money. The English Parliament went the length of calling the Cork coinage "utterly damned," an outbreak of temper which was perhaps excusable, but not dignified. The Cork people of those days seem to have possessed a genius for aggravation, for, while declining to send representatives to Parliament, they turned deaf ears to the solicitations of the tax gatherer on the ground that they had had no share in voting the taxes ! When Perkin Warbeck came in 1492, the citizens embraced his cause with ardour, and the mayor, Walters, was rash enough to take a leading part in the expedition, losing his head in the unhappy sequel. What was of more importance, Cork lost its charter ; and, being still "suspect," was invested in 1498 by the Earl of Kildare with a strong force, when every individual inhabitant was compelled to swear fealty to Henry VII. When it was intended to proclaim James I, the mayor took upon himself to ask the Lords Commissioners what were the king's intentions in the matter of freedom of conscience, and failing to obtain a satisfactory answer, clapt "my lords" into Shandon Castle, pending further information. When it was found that James was not their man, the citizens declined to permit the proclamation, and it required the Lord Deputy himself and a large army to bring them to reason.

In 1600, Camden describes the city as "of an oval figure, surrounded by walls, environed and intersected by the river, which is passable only by bridges, and consists of one straight street, continued by a bridge ; it is, however, a little trading town of great resort, but so beset by rebellious neighbours as to require a constant watch, as if continually besieged."

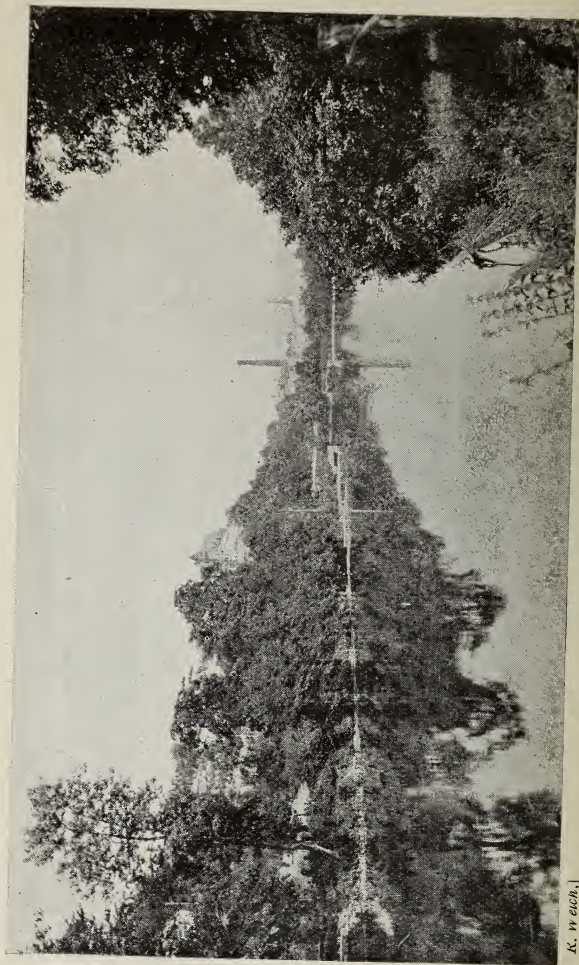
At the outbreak of the war between Charles I and the Parliament, Cork declared for the royal cause ; but on the approach of Cromwell in 1649, the citizens, with the atrocities of Drogheda fresh in their memories, surrendered at discretion.

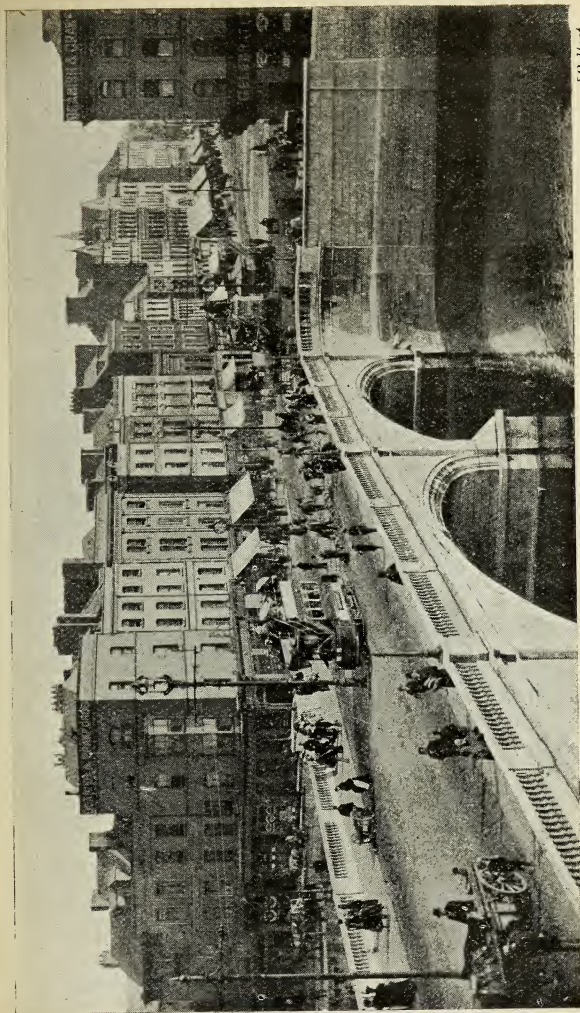
When, in due course, Charles II got his own again, he was proclaimed in Cork eleven days before that ceremony was performed in London. On the deposition of James II the city once more suffered for its loyalty to the Stuarts. Churchill appeared before its walls, at the head of an Orange army, and took it after a five days' siege, during which the city suffered severely. Kinsale, it may be noted, was captured a few days later ; and this gave rise to the famous Jacobite song :—

[Bel/ast.

THE LEE NEAR SHANDON.

K. W. each,]





[Belfast.]

ST. PATRICK'S BRIDGE.

R. Welch,]

Patrick's Quay). The scene by the quays as the vessels arrive and depart is always animated and interesting.

History of Cork.

As with most places of old-world fame, the foundation of the city of Cork has been the subject of dispute, some authorities ascribing it to St. Fin Barre, in the seventh century, and others to the Danes, 200 years later. Probably both are right. The saint, whose name is still preserved by the stately Protestant Cathedral and a Roman Catholic Chapel, with that appreciation of a pleasant place for which the "holy friars" of all ages have been noted, erected a church and a residence near the site of the present city. The good man enjoyed a great reputation for sanctity, and attracted disciples from all quarters. A town gradually sprang up round the settlement, and it was hoped that its sacred character would afford immunity from molestation. But, after a century or two of quiet, during which the foundation became famous throughout Europe for the learning of its scholars, the Danes landed and plundered the religious establishment and the well-to-do town which stood in its neighbourhood as well. Night coming on, the invaders are said to have repaired to the island in the centre of the stream, the advantages of which, from a defensive point of view, they saw at a glance. Appreciating their quarters, the Danes decided to remain, and another town sprang up, which they strongly fortified, making it a centre from which to pillage the surrounding country. In course of time the Danish colony became absorbed in the neighbouring race, but the effects of the fusion remain, it is said, to this day in the love of the men for the sea and a roving life. This is all we know of Cork for centuries; though tradition has not been idle. The next thing certain is the fact of the Anglo-Norman invasion under Strongbow, when MacCarthy, Prince of Desmond, was in possession of the city and the neighbourhood. He was the first Irish chief to acknowledge the sovereignty of Henry II, and his Majesty rewarded him for this act of grace by sending an army to occupy his capital and bestowing on two of his own knights, Robert FitzStephen and Mico de Cogan, the greater portion of his new vassal's territory. But though Henry retained Cork in his own hands, the inhabitants of the island city seem to have enjoyed an almost total independence, making their own laws, and,

St. Patrick's, Lower Glanmire Road—Mass at 7.0, 8.0, 9.0, 10.0 (military), 11.15, and 12.0; vespers and sermon at 7.0.

St. Joseph's, Mayfield—Mass at 8.30, 10.30, and 11.30; evening devotions at 7.0.

St. Fin Barre's, Dunbar Street—Mass at 7.0, 8.0, 9.0, 10.0, 11.15, and 12.0; vespers and sermon at 7.0.

St. Augustine's Priory (Augustinians), Great George's Street—Mass at 7.30, 8.30, 9.30, 10.30, 11.15, and 12.0; rosary, sermon, and benediction at 7.0.

St. Mary's (Dominicans), Pope's Quay—Mass at 7.0, 8.0, 9.30, 10.30, 11.15 and 12.0; complin and sermon at 7.30.

St. Francis's (Friar's Minor), Liberty



W. Lawrence,]

[Dublin.

ST. FIN BARRE'S CATHEDRAL.

St. Fin Barre's, West (Church of the Immaculate Conception), Lough Road—Mass at 7.0 (during the summer months only), 8.0, 10.0, 11.0, and 12.0; devotions at 7.0, Franciscan Capuchin Monastery and College of St. Joseph, Rochestown—Mass at 8.0 and 11.0 a.m.

Street—Mass at 7.0, 8.0, 9.0, 10.15, 11.15, and 12.0; vespers and sermon at 7.0.

Holy Trinity (Friars Minor Capuchins), Charlotte Quay—Mass at 7.0, 8.0, 9.0, 10.0, 11.0, and 12.0; complin and sermon at 7.0.

St. Vincent's (Congregation of the Mission), Sunday's Well—Mass at 7.0, 8.0, 9.0, 10.0, 11.0, and 12.0; rosary and sermon at 7.0.

Chapel of Convent of St. Marie's of the Isle, Fitton Street—Mass at 7.10; benediction at 12.0.

OTHER DENOMINATIONS.

Baptist, King Street—11.30 and 7.0.
Congregational, George's Street—12.0 and 7.0.

Presbyterian.—Trinity Church, Summer Hill—12.0 and 7.0. Scots' Church, Queen Street—12.0 and 7.0. Garrison Church—9.0 a.m. (military).

Methodist.—Patrick Street Chapel—11.30 and 7.0. Barrackton Chapel—11.30 and 7.0.

Society of Friends, Grattan Street—11.0 and 7.0.

Brethren, Queen Street Hall—12.0 and 7.0.

Cork.

Spenser's "beautiful citie of Cork," the third in importance and population in Ireland, requires to be seen from a point, such as the high ground north of the city, which includes in the survey—

"The pleasant Lee that like an island fayre
Encloseth Cork in his divided flood."

It will then be seen that the main and older part of the city stands on an island, of which the Custom House forms the eastern tip, the North and South Channels uniting at that point and expanding, after a short, straight course beneath the wooded heights of Tivoli, into the noble sheet of Cork Harbour. The island, strictly speaking, is a cluster of islands, originally separated by channels, and arched over in comparatively modern times. The name is a corruption of *Corcach*, "a marsh," and there can be no doubt as to its original appropriateness. The town has, however, long since overflowed the water, if the Irishism may be allowed, and now occupies not only the island but the north and south banks, and the rising ground on either side. The fact that the river forks adds considerably to the convenience of Cork as a port, as the quayage is thereby nearly doubled.

Vessels of considerable burthen can pass as far up the North Channel as St. Patrick's Bridge, and to the Parliament Bridge by the South Channel, the Parnell Bridge being so constructed that it can be swung round to allow the passage of vessels. The shipping trade of Cork is extensive, and includes cattle, pigs, butter (who has not heard of Cork butter?), and all sorts of agricultural produce, tweed and other kinds of woollen goods, flax, hemp, etc. Amongst the steamers making Cork a regular port of call, mention may be made of those of the City of Cork Steam Packet Company (Penrose Quay), and the Clyde Shipping Company (St.

CORK.

THE possibilities of Cork as a tourist centre seem hardly yet to be realised. The city contains some noble buildings, and to the student of race and manners is full of interest. But to tourists generally the slums immediately off the main streets and the general appearance of poverty are apt to act as deterrents. A stay of a day or two is by most people considered sufficient. An injustice is thus done to some of the most beautiful scenery in the south of Ireland. The surroundings of Cork are beyond all question lovely, though there may be more than one opinion as to the city itself. Within easy reach are the loughs and creeks and pretty islands of the Harbour; the lower reaches of the Rhine-like Blackwater; and all the puzzling, indented coast-line from Youghal to Mizen Head. Inland there are Blarney and Macroom, the pretty lakes of Inchigeela, and the Khyber-like Pass of Keimaneigh, to say nothing of numberless beauty spots and view points known to few but natives, and rarely visited even by them. We are not exaggerating in saying that a week or fortnight can very well be spent in Cork, with a trip to a fresh place of interest every day. The hotel accommodation is good, though the economically-minded tourist is likely to deplore the absence of reliable second-rate establishments. In dry weather the city is somewhat dusty, in wet weather it is undeniably muddy, but the streets are on the whole well kept and clean, and the cheap cars and convenient service of trams make locomotion an easy matter. The streets are lighted by electricity.

Before proceeding to a detailed description of the city, it may be well to insert a few items of

General Information.

Hotels and their Tariffs.—See Introduction.

Railway Stations.—(Five; see plan).—*Great Southern and Western* (entrance from Lower Glanmire Road), for Dublin, Queenstown, Youghal, Killarney *via* Mallow, etc.; *Albert Quay*, for Bandon, Bantry, etc., the "Prince of Wales Route" to Killarney; *Albert Street*, for Monkstown, Queenstown, Crosshaven, etc.; *Capwell*, for Macroom, etc., the "Tourist Route" to

Glengariff and Killarney; *Western Road*, on a little island adjoining *Western Road*, near the spot where the two branches of the Lee separate, light railway to Coachford, Blarney, etc.

Cars.—There are always plenty of these waiting outside the various stations in St. Patrick's Street, and at other stands. Hiring may be by "set down" or by time. For the former a somewhat elaborate table has been drawn up, but generally speaking the fare from any stand to any place within the borough is 6d., so that 1/—, or 1/6 for two persons, is ample for a drive from either of the stations to the central hotels. If by *time*, the hirer must state so beforehand: the fare within the borough is 1/6 the first hour, every subsequent half-hour, 9d. We recommend the arrangement by time for ordinary sightseeing. Double fares between 10.0 p.m. and 9.0 a.m. In wet weather covered vehicles can be had. To the English visitor accustomed to London extortions, the cheapness of car fares in Irish cities is refreshing.

Trams.—A very complete system of electric trams connects the various railway stations at a uniform fare of one penny. The system extends to Douglas (2 miles); Ballintemple (1½ miles), both south of the city, to Blackrock in the east, and to Sunday's Well westward. All the cars pass the Father Mathew Statue in Patrick Street.

Ferries.—From near the Great Southern and Western Station there is a ferry across to the south side of the Lee. This is useful in providing easy access to the Marina, a tree-lined promenade overlooking the river, considered by many the most pleasant feature of Cork. Another ferry likely to be useful to the visitor is that at the west end of the city, from the Mardyke to Sunday's Well.

Post Office, a stone-fronted building in George's Street, a little off St. Patrick's Street. English mails are delivered at 7.0 and 11.20 a.m. and 3.15 p.m. and despatched at 3.15 and 9.51 p.m.

Telegraph Office at the *General Post Office*, is open night and day; and there are branch offices in the *Butter Market*, *Great George's Street*, *Sunday's Well*, and *York Street*, *Blackpool*, all of which are open from 9.0 a.m. till 7.0 p.m. on week-days only. The telegraph office of the *Great Southern and Western Railway Station* is open all day on week-days, and from 9.0 a.m. till 2.0 p.m. on Sundays.

Banks.—*Bank of Ireland*, *Munster and Leinster*, *National*, *Hibernian*, and *Provincial Bank of Ireland*, all in South Mall; *Ulster Bank*, 88, St. Patrick's Street; *Provincial*, 69, St. Patrick's Street.

Opera House, Emmet's Place, overlooking the Lee, a few hundred yards from south end of St. Patrick's Bridge.

River Trips.—The means of enjoyment most favoured during fine weather by both visitors and residents is to proceed by steamer down Cork Harbour to Queenstown, Aghada, or Crosshaven. Ordinary fares to Crosshaven: 1st return, 2/2; 3rd, 1/6. Cheap excursions on Tuesdays, Thursdays and Sundays to Crosshaven: 1st return, 1/6; 3rd, 1/—. Cheap fares are also charged every evening after five.

Population (1901).—75,978.

Places of Worship, with the hours of service on Sundays:—

CHURCH OF IRELAND.

St. Fin Barre's Cathedral, Bishop

Street—8.0, 11.30, 3.30, and 7.0.

Holy Trinity, or *Christ Church*, South Main Street—11.30 and 7.0.

St. Ann's, Church Street, Shandon—11.30 and 7.0.

St. Luke's, Summer Hill—11.30 and 7.0.

St. Paul's, Paul Street—11.30 and 7.0.

St. Mary's, Shanakiel Road, Sunday's Well—11.30 and 7.0.

St. Nicholas, Cove Street—11.30 and 7.0.

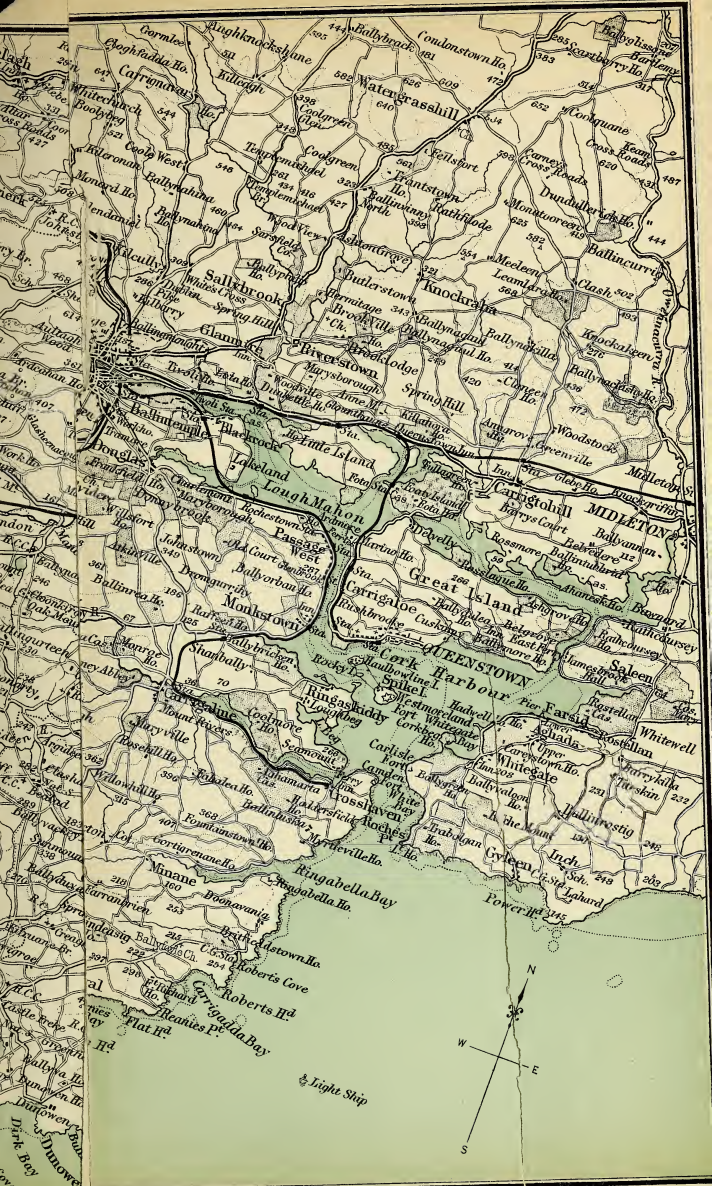
St. Peter's, North Main Street—11.30 and 7.0.

Cork Episcopal Free Church (Asylum for Distressed Widows of Clergymen), Langford Row—11.30 and 7.0.

ROMAN CATHOLIC.

St. Mary's Cathedral, Cathedral Street—Mass at 6.0, 7.0, 8.0, 9.0, 10.0, 10.30, 11.15, and 12.0; vespers and sermon at 7.0.

SS. Peter and Paul's, Patrick Street—Mass at 7.0, 8.0, 9.0, 10.0, 11.15, and 12.0; vespers and sermon at 7.0.



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SS. Peter and Paul's, Patrick Street—Mass at 7.0, 8.0, 9.0, 10.0, 11.15, and 12.0; vespers and sermon at 7.0.



EXCURSIONS FROM CORK.

ATENTION has already been drawn to the convenience of Cork as a centre for excursions, and to the fact that the visitor is likely to spend more time around the city than in it. On the whole, the local railway companies, small though their lines may be, are attentive to the wants of the public, and in many respects would "give points" to larger concerns. But as trains are in some cases few and far between, the tourist should on no account omit to provide himself with one of the pocket time-tables published locally. *In all cases where fares and times are mentioned in this work, they should be verified by reference to current time-tables.* For whole-day excursions it will generally be found that a start has to be made about 9 a.m., the most important trains leaving at that somewhat early hour. Excursions at cheap fares are often run on Sundays, and on Wednesdays and Thursdays. The tourist with a mind to economy should look out for the announcements.

I.—CORK HARBOUR, QUEENSTOWN, CROSS-HAVEN, ETC.

In this, which is by far the most popular trip from Cork, the visitor is fortunate in having an ample choice of trains and steamers. There are three routes to Queenstown :—

(1) *By rail and steamer.*—Cork, Blackrock, and Passage Railway, from Albert Street terminus to Monkstown, thence by the Company's steamers to Queenstown, Aghada, or Crosshaven and intermediate stopping-places. The railway has recently been extended from Monkstown to Crosshaven.

(2) *By steamer* all the way from St. Patrick's Bridge. Same management as above. There is only one steamer a day (none on Sundays), starting from the bridge about 11.50, but any steamer or train can be taken for the return journey.

(3) *By rail* all the way.—Great Southern and Western Railway (Glanmire station) to Queenstown. Frequent trains. Journey takes about half an hour.

We will assume that Route 1, the most used, is taken. Visitors who have not walked along the Marina (*see* p. 42) and seen the beauties of the river in the narrower part of its course, may prefer Route 2, as it gives an opportunity of seeing the whole of the noble sea avenue to Cork. Care should be taken to ascertain at Monkstown or Queenstown whether the steamer goes to Aghada or to Crosshaven, as there are two distinct services.

A start is made from Albert Street station. Owing to the broad gauge of Irish lines, the carriages are of roomy construction, and instead of the regulation wooden partitions between the compartments glass is used, an idea which seems worthy of imitation elsewhere. The first-class carriages are worth the trifling difference of fare.

We skirt Cork Park and the Racecourse, and stop first at pretty Blackrock station. **Blackrock Castle** stands on a bold promontory commanding the river. It was built by Lord Deputy Mountjoy, in 1604, as part of the defences of Cork; and rebuilt by the Cork Harbour Commissioners in 1830.

We shortly cross a viaduct over the Douglas creek, and for the rest of the journey the railway skirts the water, affording, especially if the tide be up, some most entrancing views. **Lough Mahon**, as the wide expanse of the Lee is here called, has the appearance of a land-locked lake. It is bordered by hills and woods and far-stretching pastures, and dotted here and there with islands. The land to the north, nearly opposite Blackrock Castle, is not the mainland, but **Little Island**. Conspicuous on a small eminence is the *Mathew Tower*, a tribute to the memory of the Apostle of Temperance. Eastward, beyond the island of **Fota**, with its tower, is the lovely demesne of Lord Barrymore. **Hop Island**, close to *Rochestown* station, is said to have derived its name from the fact that the family to whom it belonged taught dancing in Cork.

Passage West,

where the railway at one time terminated, is a small town with a number of dockyards at which vessels of one kind or another are generally under repair. Father Prout's description need not be taken seriously:—

"The town of Passage
Is both large and spacious,
And situated

Upon the *say*.
'Tis *nate* and *dacent*,
And quite adjacent
To come from Cork
On a summer's day.

There you may slip in
To take a dippin'
Forenent the shippin'
That at anchor ride.
Or in a wherry
Come o'er the ferry
To Carrigaloe,
On the other side.

Mud cabins swarm in
This place so charmin',
With sailors' garments
Hung out to dry;
And each abode is
Snug and commodious,
With pigs melodious
In their straw-built styce.

It's there the turf is,
And lots of murphies,
Dead sprats and herrings
And oyster shells;
Nor any lack, O,
Of good tobacco,
Though what is smuggled
By far excels."

A comparatively narrow channel separates the mainland from **Great Island**, on which Queenstown stands. The ledges of steep sandstone rock on the Passage side are known as the **Giant's Stairs**, and are said to have been constructed by the giant O'Mahony, a member of the powerful sept of Mahonys, from whom Lough Mahon takes its name. **Glenbrook**, where is the next station, is a growing village much favoured by Cork people for summer residence. The *Royal Victoria Hotel and Baths* will arrest the eye by their curious construction, suggestive of primitive lake dwellings, though it is only fair to say that there is nothing primitive about the hotel itself, which is a very comfortable place of residence. The salt-water swimming-bath is 200 feet by 30 feet. Special bathers' tickets are issued from Cork at reduced rates, which include fare and bath.

Monkstown,

half a mile further south, is believed to derive its name from a colony of Benedictine monks. The place contains the ruins of an Elizabethan fortified residence, known diversely as **Monkstown Castle** and *O'Mahony's Castle*. Tradition declares Anstatia Goold, whose lord, one John Archdecken, was fighting under Philip of Spain (possibly against his lawful sovereign), feeling "lonesome like" during his long absence from home, conceived the idea of erecting this castle to while away the time and to surprise him on his return. Being, like John Gilpin's spouse, of a frugal mind, she shrewdly stipulated that the workmen should buy all their food from her. They either lived very extravagantly, or were greatly overcharged, for the lady's profits were so considerable that it was

found when the work was done that the house had only cost her a groat. Her husband returned in due course, and seems to have appraised his treasure of a wife at her proper value, though the chronicler tells us only that they were eventually interred together in their family vault, in the burial-ground of the ruined church of Temple-en-Bryn, adjoining the castle. Monkstown Church, an Early English, ivy-grown structure, standing on a picturesque elevation, is said to have been the first Protestant place of worship erected in the neighbourhood after the Reformation.

At Monkstown the railway until recently ended, but the extension to Crosshaven is now complete, and the traveller bound for that place can keep his seat instead of having to change from train to steamer. Many passengers, however, if not pressed for time, still prefer to complete the journey by steamer, *viâ* Queenstown, as this affords an opportunity of seeing the Harbour. On leaving Monkstown, the Queensland steamer heads westward round White's Point for the channel between Great Island and Haulbowline Island. We have an excellent opportunity of seeing **Haulbowline Island**, and may even, if the tide permits, call at its pier, though an order must be obtained from the authorities before this and neighbouring islands can be visited. Haulbowline is a most important naval dockyard and military station, and extensive works are still in progress. **Rocky Island**, to the south, is principally used for the storage of ammunition. **Spike Island**, or Fort Westmoreland, still further south, is the largest of the group. It was formerly a convict station, and many of the government works were executed by convict labour. We see it to better advantage after leaving Queens-town.

Queenstown.

Hotels and Tar'ffs.—*See* Introduction.

Approches.—*See* Routes from Cork (p 45). By Great Southern and Western Railway from Dublin, about 4½ hours.

Railway Station.—Close to landing-stage where tenders deposit passengers from the liners. The station includes refreshment and waiting rooms.

Pier.—There is a refreshment room, with moderate tariff, at the landing-stage of the Passage Railway Company's Steamers.

Band Promenades during season on Thursdays, 7 to 10 p.m.

Places of Worship, with hours of service on Sundays :—

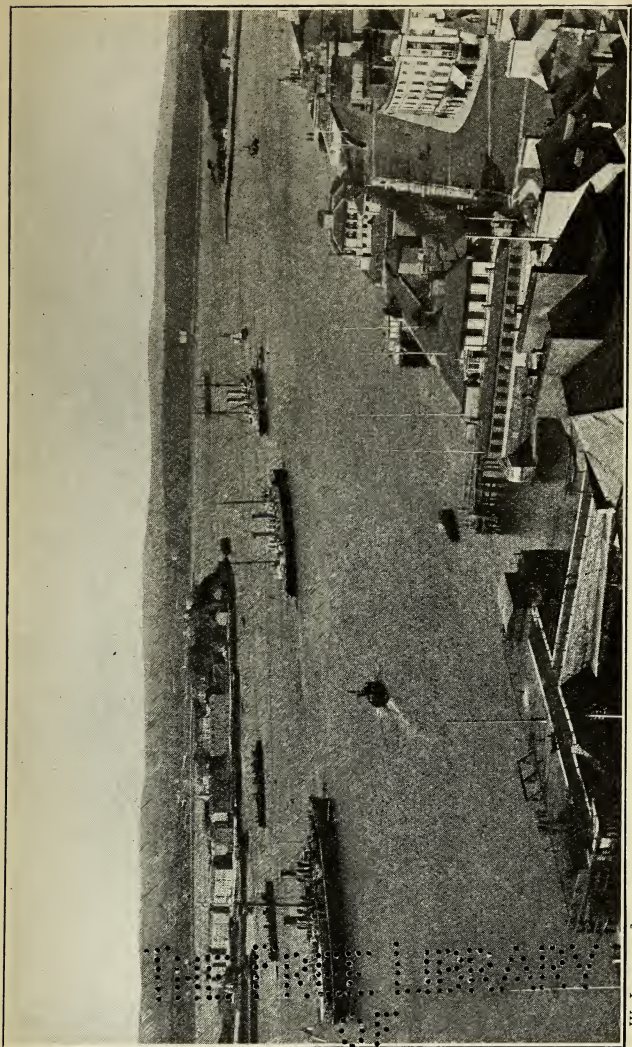
Cathedral—Services from 7.30 a.m.

Presbyterian—12 noon.

Church of Ireland—11.30 a.m.

Wesleyan Methodist—11.30 a.m.

Seen from the water, Queenstown, with its dominating but towerless cathedral, is very attractive. The town is built in



[Dublin.]

QUEENSTOWN HARBOUR.

W. Lawrence,]

Killarney (e)

40

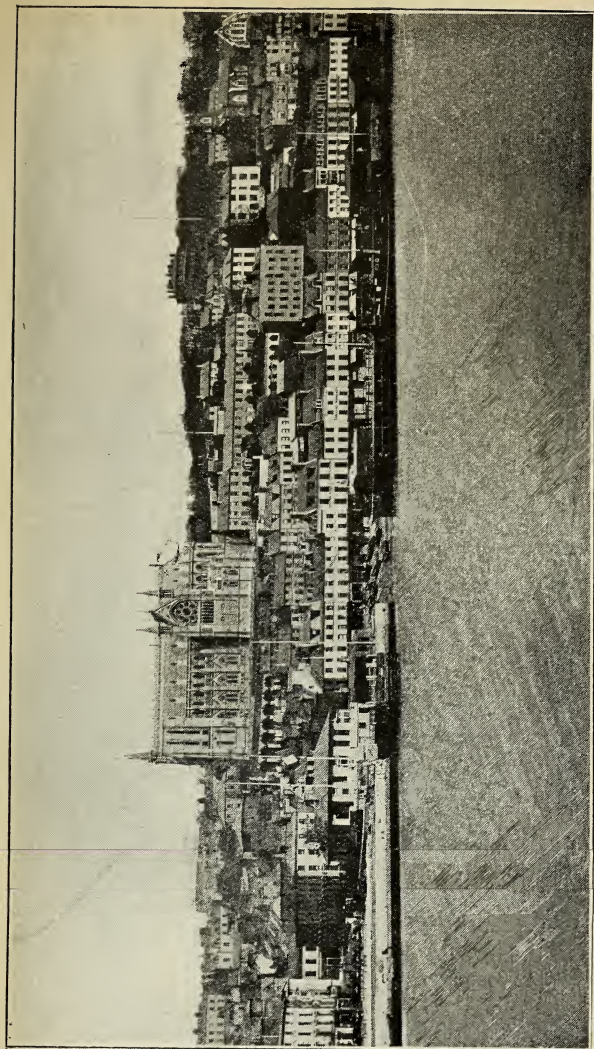
terraces on the hillside, rising tier behind tier, the houses commanding a fine prospect across the Harbour. The Harbour itself, whether seen from the deck of a steamer, or from the heights above the town, makes a majestic picture. A modern warship is generally moored as guardship off the town, but even these vessels look mere buoys on that vast expanse, while gunboats and torpedo boats are no better than corks. The entire British navy could find anchorage here, and there would still be room for an enemy's fleet if one cared to come. Far away to the south, right beyond Spike Island and the rest, one can see the bottle-neck entrance to the harbour, with Carlisle and Camden Forts on either side, and the white lighthouse on Roche's Point at the extreme end.

Queenstown was formerly known as *Cove*, its present name arising from the fact that Queen Victoria landed here on her visit to Ireland in 1849. Apart from its importance as a port of call for the American liners, and as a great naval and military station, Queenstown is rapidly acquiring a reputation as a health resort, particularly for the winter. Says a reliable authority :—

“The climate is remarkably mild and equable, and, at the same time, fairly dry and tonic, and is especially suitable as a winter and spring residence for persons with delicate chests, to sufferers from chronic catarrhal throat affections, and to convalescents from acute diseases. It is particularly appropriate as a seaside resort to persons requiring a soothing and sedative atmosphere. From the position of Queenstown, winds from the colder points are very little felt, and it is completely protected from the north, north-east and north-west winds. The mean temperatures of the season are exactly similar to those at Torquay, and higher than those of Bournemouth, Hastings and Ventnor. As a winter health resort Queenstown possesses all the best natural and climatic advantages.”

The business portion of the town, including the best hotels and shops, faces the quay. The scene here is generally lively, what with man-o'-war's men, yachtsmen, merchant seamen, and pleasure-seekers. The **Promenade** is a narrow asphalted enclosure, with bandstand and seats. The *Band Promenades* (usually on Thursdays, 7.0 to 10.0) are very popular functions. The **Swimming Baths**, opened in 1898, are a valuable acquisition to the town. The **Royal Cork Yacht Club** is housed in luxurious quarters near the station. The annual regatta is a notable event, crowds of people coming in not only from Cork but from the villages for miles around.





W. Lawrence.]

QUEENSTOWN.

[Dublin.

The only notable building in Queenstown is the richly-decorated Roman Catholic **Cathedral**—surely one of the most finely situated in the kingdom. It is dedicated to St. Colman, and, though still far from complete, should on no account be omitted from the programme of the sightseer. The style is a florid Gothic, the light and spacious interior being as pleasing to the eye as the exterior. The west front is elaborately carved. Funds are lacking to complete the tower, but we believe something like £100,000 have already been spent.

Great Island is five miles from east to west and two from south to north. The circuit of the island may be made from Queenstown in a drive or cycle ride of about two hours. The views are varied and pleasing, but nothing calls for remark except the occasional martello towers and the remains of *Belvelly Castle*, formerly a seat of the Hodnetts, but now, like much of the land hereabouts, part of the Barry estate. Great Island was at one time known as Barrymore Island.

Leaving Queenstown, one service of vessels proceeds in a south-easterly direction to **Aghada**, but it will be more convenient to regard this as a separate trip (*see* p. 54), and to continue the description of the Crosshaven route. We round the ugly but useful *Spit Light*, and presently have on the right the fortifications of Spike Island (p. 48) and on the left the queer-shaped promontory of **Corkbeg**, which bids fair one day to add another island to the already numerous archipelago in the harbour.

Carlisle Fort frowns above us on the east, and to the west we have a much indented coast-line, backed by hills and woods. Nearing Currabinny we sight to the right what is apparently a wide creek running inland as far as some woods, a mile or so away. To this creek a pretty story is attached which Englishmen cannot but love to hear. In the first place the creek is not a creek at all, but a river, known variously as the **Carrigaline River**, or the Owenabwee, "Amber Water." Then, instead of a seeming course of one mile, it extends inland, after a sharp twist, for something like twenty miles, further, in fact, than to Kinsale Junction, on the Bandon line. For the first five miles or so, to the Carrigaline road, the water is fairly deep, and navigable at high tide. In the year 1587 Admiral Sir Francis Drake, having singed the Spaniard's beard and committed other enormities, found it convenient to show a clean pair of heels to a powerful

Spanish fleet which was desirous of making his further acquaintance. With his five little sloops he made for Cork harbour, and was by the Spaniards clearly seen to enter. The tactics which served the Americans in 1898, when Admiral Cervera was in similar plight at Santiago, did not serve Cervera's predecessors in the days of Queen Bess. Instead of waiting quietly until Drake should come out, the Spaniards went in to look for him. They scoured the harbour from east to west, and from north to south, exploring as they thought every creek, winding and channel, but Drake was not to be seen. For days the search continued, and at length the Spaniards, attributing his disappearance to magic, thought well to disappear also. Upon which out came Drake with his merry men from behind those very woods which seem to mark the water's limit! The secluded spot has since been known as **Drake's Pool**.

Crosshaven.

Conveyances run in connection with trains and steamers to Church Bay and Weaver Point on the coast. Fare, *threepence* each way, or *twopence* if through ticket taken at Cork or Queenstown.

Crosshaven is as yet only a small village with a large hotel. Now that the new railway adds its quota of pleasure-seekers to those brought by the steamers, the small village is likely to become a large one, and the large hotel larger still. The railway from Monkstown to Crosshaven brings one through lovely country, passing Drake's Pool and Carrigaline Castle. Though itself somewhat sheltered, and denied an ocean view, Crosshaven is within easy distance of Church Bay and Myrtleville Bay on the coast. What Brighton is to London, Crosshaven is to Cork, and during the summer the accommodation of the place is sometimes severely taxed. Combined railway and hotel tickets are issued, and a week-end (Saturday to Monday) can be spent at the Crosshaven Hotel for 18/6, including fare from and to Cork. A modern Church stands close to the village. There are a number of pretty walks in the locality, the deep-set, tree-shadowed lanes, with their numerous twists and turns, reminding one of the famous Jersey lanes.

On the hill above Crosshaven stands the desolate and forsaken ruin of **Templebrady Church**, a prominent object both from sea and harbour.

A short drive or walk brings us to **Church Bay**, a delightful

spot with lofty cliffs and sheltered bathing nooks. The air is noticeably soft and balmy. In due time hotels and boarding houses will spring up on the best parts of the cliff, but at present the spot is quite unspoilt—even the bathing arrangements are charmingly primitive. A week-end (Saturday to Monday) can be spent at the Church Bay Hotel for 16/—, including first-class fare from and to Cork. Not far from Church Bay is the powerful **Templebrady Fort**, recently constructed to command the waterway used by the liners passing to and from America.

The coast can be followed on one side round to Camden



W. Lawrence,]

[Dublin.

AN IRISH COTTAGE.

Fort, and so back to Crosshaven ; but a far better tramp for those with time to spare is in the other direction by a rough cliff path to **Myrtleville Bay**. Crosshaven can be regained either by the regular conveyance, or by striking inland to a bye-road shortly before Myrtleville is reached.

II.—TO AGHADA, ROCHE'S POINT, CLOYNE AND BALLYCOTTON.

The description of Excursion I. (pp. 45-48) will serve for this as far as Queenstown. Leaving that favoured town, the

steamer proceeds almost due east, giving passengers an opportunity of seeing parts of the great harbour not touched by the Crosshaven route. Here is the favourite anchorage for yachts. Great Island shows up well, and almost due north of Aghada we get a glimpse of the **East Ferry River**, the narrow channel which separates the island from the mainland. A sail up this channel is a delightful experience, the scenery on either side being very pleasing.

Aghada.

Conveyances in connection with steamers.—(a) To Whitegate, 6d.; Trabolgan and Roche's Point, 1/-; return tickets, 1/6 from last two places. (b) To Cloyne, 6d., and Ballycotton, 1/-; fares same each way.

Aghada, "long ford" (pronounced *A-had'-a*, with accent on second syllable), is little more than a straggling street of mean-looking houses, picturesque only from the water.

The coach trip (a), to Roche's Point, etc., affords excellent views of the harbour, and is breezy and exhilarating. *Trabolgan* is a seat of Lord Fermoy. **Roche's Point Lighthouse**, familiar to Atlantic voyagers, is the signalling station for homeward-bound vessels.

The route (b), in the other direction, requires rather more notice. We skirt the harbour as far as **Rostellan Castle**, with its beautiful woods and grounds, to which visitors are freely admitted on Wednesdays. The drive onward to Cloyne and Ballycotton cannot for a moment be compared with the drives about Killarney, but it is pretty, and for cyclists the roads are distinctly good. **Castlemary**, a mile or so from Cloyne, possesses an interesting Druidical cromlech. At **Cloyne** ($5\frac{1}{2}$ miles from Aghada) a halt is made and tickets collected. The town is remarkable for its famous Round Tower, which adjoins the Cathedral, and is in good preservation. It was originally 92 feet high, and, like others of its class, had a conical roof. Being fitted up with lofts and used as a belfry, the metal attracted lightning, which rent the roof and tore away the upper portion of the wall. It has been repaired, and a battlement, which increases the height to 102 feet, placed round the top. The door is $11\frac{1}{2}$ feet from the ground, and the interior is divided into six storeys. The tower is cylindrical from top to bottom, and of an uniform diameter of 9 feet. The walls are 33 inches thick. The origin and use of these towers, of which there are more than a hundred in Ireland, and scarcely any elsewhere, is a question which has long puzzled antiquaries, but Dr. Petrie is

probably right in conjecturing that they were erected as places of refuge and treasure houses for the monks. They are always found in proximity to ecclesiastical buildings, and as they are almost unclimbable, and have but a single entrance, their adaptability to the purpose is evident.

Cloyne Cathedral is now used as a Protestant Church, and the diocese, a very ancient one, is merged in that of Cork. A former bishop was Berkeley, the famous eighteenth century metaphysician. He was buried at Oxford, but a monument to his memory was placed in the cathedral in 1889.

There are two roads from Cloyne to Ballycotton and the coast, the more circuitous being known as the Shangarry road.

Ballycotton is seven miles from Cloyne, and long before we reach it we sight its island lighthouse. Between the road and the sea is a great stretch of marshland which affords good shooting.

Ballycotton.

Hotels.—*Sea View, Ballycotton, Pier View.*

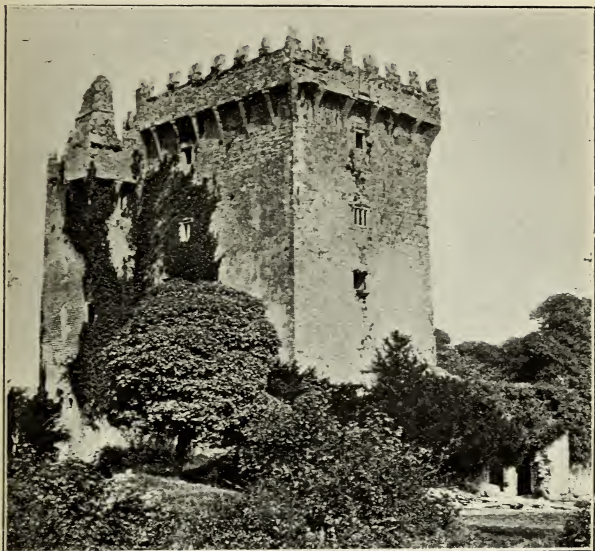
Ballycotton lies right out of the beaten track of the tourist, and is not known as it deserves to be. Cork people have discovered it, however, and make good use of their knowledge, judging by the villas that are springing up. It is a pleasant, unsophisticated spot, where a family may rusticate with great content and ease. The cliffs to the west are wild and bold, and the sea has scooped out little bays here and there for the very purpose of providing conveniences for bathers. At low tide long stretches of seaweed-covered rock are exposed. Persons who take the cliff paths may be advised not to go too near the edge. There is an excellent harbour, with massive piers running round it, though it seems all too large and expensive for the comparatively few fishing vessels and yachts that shelter here. The **Lighthouse** stands on a tiny island, separated from the town by a narrow channel. Lighthouses lend themselves to picture-making, and we have rarely seen one better adapted to the purpose than this, though the amateur daubs which adorn the hotels hardly do it justice. To the east can be seen the cliffs that mark the entrance to Youghal Harbour.

III.—TO BLARNEY CASTLE.

To visit the south of Ireland, and omit to kiss, or attempt to kiss, the far-famed Blarney stone would be to defy convention, and expose oneself to all sorts of reproaches on

returning home. Apart from its nonsensical aspect, however, the trip has many points of interest. An early morning or early afternoon train should be taken, so that a half-day only need be occupied. There are two small hotels at Blarney village, should light luncheon be required.

The distance from Cork is about nine miles. Fares by *Cork and Muskerry Light Railway* (Western Road): single, 10*d.* and 7*d.*; return, 1½ and 10*d.* Thirty-five minutes'



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BLARNEY CASTLE.

journey. The Castle can also be reached by the *Great Southern and Western Railway*, but Blarney station on that line is 1½ miles distant. Fares, 1/-, 10*d.*, and 5*d.*; return, 1/8, 1/5, and 8*d.*

It is of course open to any one to walk, drive, or cycle, the distance by road being about five miles.

We make our way to the Western Road terminus, which stands on an island at the west end of the town (*see plan*).

The carriages are roomy and comfortable, and suggest trams rather than trains.

Leaving the station, we run first along the roadside, having on our right the Mardyke, and presently the City Waterworks and the many-gabled Lunatic Asylum. On the left we have Queen's College and the Male Gaol. Between Victoria Cross and Carrigrohane is passed the **Model Farm**, where training is given in agriculture, dairy-farming, etc. The institution has been very successful. The valley of the Lee presents here and there as we get further from the city some pretty peeps. This is notably the case as *Carrigrohane*, above which, high on the steep rock, is a Castle. We shortly cross the Lee, and follow its tributary, the *Shournagh*, a trout stream of some repute. The valley is now wider, and affords a more extensive view. Passing *Healy Bridge* we reach *Junction*, from which the main line continues westward to Coachford, $9\frac{1}{2}$ miles distant.

The principal stations on the Coachford line are at *Cloghroe*, near to which is **Ardrum Castle**; *Dripsey*, a place of much picturesqueness, containing the remains of **Carrignamuck Castle**, a kind of companion fortress to Blarney, and said to have been built by the same lord; and **Coachford**, a prettily situated village much favoured by anglers.

Following the Blarney branch line we pass the wayside station at *Tower Bridge*, and draw up at *St. Ann's*, near to which is the well-known **St. Ann's Hill Hydropathic Establishment**, founded in 1843 by the late Dr. Barter, and entitled to be considered the precursor of the many establishments of the kind now in existence. It is picturesquely situated on a sandy soil, and, though elevated, is sheltered by wooded hills. These advantages, combined with the mildness and salubrity of the climate, have made St. Ann's a favourite health resort.

From St. Ann's station a branch line, chiefly used for agricultural purposes, runs north-westward to **Donoughmore**, a market town some eight miles distant.

The terminus of the branch line at Blarney is close to the extensive grounds attached to the castle, and it is only necessary to cross the line to gain admission.

Blarney Castle.

Admission tickets must be purchased at the station. Threepence each to holders of Cork and Muskerry railway tickets; other persons sixpence each.

A pleasant footpath leads in three or four minutes over a

rustic bridge to the castle. Expectations based on Milliken's lines are not likely to be realised :—

“ 'Tis there's the daisy,
And the sweet carnation,
The blooming pink,
And the rose so fair ;
The daffodowndilly—
Likewise the lily ;
All flowers that scent
The sweet, fragrant air.

There's gravel walks there,
For speculation,
And conversation,
In sweet solitude.
'Tis there the lover
May hear the dove, or
The gentle plover,
In the afternoon.”

The attendant guide will first conduct the visitor to the **Caves** and the secret passages which run in all directions through the rock on which the castle stands. These subterranean chambers are very lofty—and occasionally very dirty—but the irrepressible memento-hunter has chipped off nearly all the stalactites and stalagmites. The caves were formerly used as prisons.

Persons who prefer the light of day will at once make their way to the **Keep**, a square, well-preserved structure, 120 feet high, capped by machiolated battlements, which, it will be noticed do not form part of the wall, but are built out from it in a sort of staging, with the object of enabling defenders to drop stones and other trifles on to the heads of assailants. In addition to the keep, there are extensive remains of other buildings.

The history of Blarney Castle might be related at great length, but the doings of MacCarthys and Desmonds in the brave days of old are not likely greatly to interest the present generation. Suffice it to say that the structure, the third on the site, dates from about 1446, and was built by the then powerful Cormack MacCarthy, surnamed *Láidir*, “the strong.” Of the siege of the castle by Cromwell's forces under Ireton we have the following picturesque account in Kipling-like verse :—

“ It was now the poor boys of the Castle looked over the battle-
ment wall,
And they saw that ruffian, ould Cromwell, a-feeding on powder
and ball,
And the fellow that married his daughter, a chawing grape-shot
in his jaw ;
'Twas bowld I-ray-ton they called him, and he was his brother-
in-law.”

The **Blarney Stone** is set in the parapet on the western side of the tower. The fair conductress who sells postcards and other souvenirs will not fail to point out its situation

before visitors ascend the well-worn steps to the battlements, Mr. J. O'Mahony thus pleasantly accounts for the addition of the very useful and expressive word "blarney" to the English language :—

"The word 'Blarney,' meaning pleasant 'deluderin' talk,' is said to have originated at the court of Queen Elizabeth. McCarthy, the then chieftain over the clan of that name who resided at Blarney, was repeatedly asked to come in from 'off his keeping,' as the phrase in the State Papers goes, to abjure the system of Tanistry by which the clan elected the chief, and take tenure of his lands direct from the Crown. He was always promising with fair words and soft speech to do what was desired, but never could be got to come to the sticking point. The Queen, it is told, when one of his speeches was brought to her, said : 'This is all Blarney ; what he says he never means.'"

That it is worth while to kiss the stone cannot be doubted—

"There is a stone there, whoever kisses,
Oh ! he never misses to grow eloquent,
'Tis he may clamber to a lady's chamber,
Or become a Member of Parliament.

A clever spouter, he'll sure turn out, or
An 'out-an'-outer' to be let alone ;
Don't hope to hinder him, or to bewilder him,
Sure he's a pilgrim from the Blarney Stone."

The postcards which are sold showing the old style of osculatory action, with an unfortunate kisser hanging by the heels over the parapet while his alarmed companions hold him for all they are worth, may be taken as picturesque exaggeration. We have the best authority for saying that the stone *inside* the parapet will serve the purpose of the would-be spouter equally well. But to kiss even this is not so easy as it looks. You must lie on your back on the paving, grasp the iron bars between the parapet and the wall, while somebody sits on the lower part of your body to prevent overbalancing, and by a dexterous twist of the neck you will just be able, should you so desire, to impart the chaste salute. It is as well not to look down while so engaged.

An excellent view over the surrounding country is obtained from the summit of the tower. The modern mansion which adjoins the castle is the residence of Sir George Colthurst, the owner of the demesne. The view extends over a rich, undulating country, intersected by the rivers Martin, Co-

mane and Shournagh. To the north-east rise the Boggerah Mountains; and to the south, about half a mile from the castle, lies a pretty lake,

“Well stored with fishes,
And comely eels in the verdant mud;
Besides good leeches, and groves of beeches
All ranged in order to guard the flood.”

Blarney Village will not detain the visitor long. It contains a couple of inns, a prettily situated church, and a prosperous tweed factory, which visitors may usually inspect on application.

IV.—YOUGHAL AND THE BLACKWATER.

Youghal (pronounced *Yawl*), with its memories of Sir Walter Raleigh, and the lovely Blackwater are so easily reached from Cork by the Great Southern and Western Railway that a day, or even two, may well be devoted to them.

The sailings of the river steamer from Youghal to Cappoquin are somewhat uncertain, and should be ascertained from local advertisements before starting. From Cappoquin return can be made by rail (or better still, if time permits, by road as far as Fermoy) to Mallow, and thence to Cork, completing a circular tour. If it is desired to see Mitchelstown and its famous caves, change at Fermoy. The tour may be summarised thus: Cork to Youghal by rail (27 miles), one hour; Youghal to Cappoquin by steamer (16 miles), one and three quarter hours; Cappoquin to Mallow by rail (36 miles); Mallow to Cork by rail (21 miles).

Cork to Youghal by Rail.

There is not much of interest in the journey from Cork to Youghal, except near the commencement, when after passing the riverside suburbs of Tivoli and Dunkettle, we skirt the northern shore of Lough Mahon (*see* p. 46), and have some pretty peeps down the harbour. At Queenstown Junction the main line trains proceed in a southerly direction to Queenstown, but we continue due eastward. **Midleton** (population 2,795), about half-way to Youghal, is a military centre, but derives its chief importance from its extensive whisky distillery and flour mills. Curran, the famous orator and statesman, was educated at the College here. Close to the distillery is the ford which Raleigh defended single-handed against Fitzgerald and his “wild Irish rebels” till his own troops came up. Scott alludes to the incident in *Kenilworth*, ch. xv. Midleton confers the title of viscount in the peerage of Ireland upon the Brodrick family.

Youghal.

Hotels and Tariffs.—See Introduction.

Places of Worship, with hours of service on Sundays :—

St. Mary's Protestant Church—11.30
and 6.30.

St. Mary's Catholic Church—8.0.
10.0, and 12.0.

Methodist—11.30 and 7.0.

The Quay, where steamers for Cappoquin start, is $1\frac{1}{4}$ miles north from the station.

Bus between Quay and Station, or Station and Hotel, 6d.

Steamer Fares.—2/- and 1/4, single; 3/- and 2/- return. Excursion fares, single, 1/6, return, 2/-. Bicycles are carried at 1/- each.

Car Fare for three persons from Station to Hotel or Steamer, 1/-.

Population.—About 4,000.

The town consists of a modern seaside portion, called The Strand, lying near the station and overlooking the bay, and an older portion, Youghal proper, at the foot of a hill, a mile from the station. It has an important salmon-fishery, and excellent sea-fishing may be enjoyed in the bay. The beach is admirably adapted for sea-bathing.

The town received its first charter from King John, and is said to derive its name from the Irish word for yew-wood, the hills having been formerly covered with yews. It was once strongly fortified, and a large part of its walls still stand on the western and northern sides. Cromwell entered it in 1649, by the Water Gate, and for a time made the town his headquarters. On the site of the ancient South Gate now stands a structure called the **Clock Gate**. In Main Street is an ancient tower known as **Tynte's Castle**. (It is on the right-hand side as one comes from the Clock Tower.) A few yards from this, a street on the left leads to **St. Mary's Church**, occupying the site of a church which existed before the Norman invasion, was rebuilt by the eighth Earl of Desmond, who founded a college in connection with it in 1464, and was restored early in the seventeenth century by the "great" Earl of Cork.* (The college just mentioned is still standing in Nelson Street, close to the church. It was, for a time, the residence of William Congreve, the dramatist, and his father, the latter being the earl's agent.) The massive tower of the church has a height of 50 feet, and is known as Cromwell's

* The first Earl of Cork, who arrived in Ireland in 1588, says in his autobiography: "All my wealth was £27 3s. in money, a diamond ring, a bracelet of gold, a taffety doublet, a pair of black velvet breeches, laced and cut upon taffety, two cloaks, competent linen and necessaries, with my rapier and dagger." Before his death his income was at the rate of £50 a day, exclusive of the value of his houses and parks,

Tower. The interior is very beautiful, especially the choir, which contains an east window unequalled in Ireland for size, beauty of form, and richness of glass. The roof is of dark Irish oak. In the south transept are the tomb of Earl Desmond and his countess, and a monument to the first Earl of Cork—the “great” earl, as he is usually called—who is represented in a recumbent position between his two wives, while underneath are the figures of his children.



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MYRTLE GROVE.

Adjoining the churchyard is—

Myrtle Grove,

which belonged to Sir Walter Raleigh, having formed part of a grant of land with which he was rewarded for repressing the rebellion of the Earl of Desmond in 1579. It was while residing here that Raleigh planted the first potatoes in Ireland, having brought some from Virginia, and also startled his domestics by smoking tobacco. He was mayor of the

town in 1588-9. The house, a plain sixteenth-century structure, can only be seen by permission.

Just beyond the town walls, at the north end of Main Street, are the west gable of the church and a few other fragments of **North Abbey**, founded by a Fitzgerald in 1269.

From Youghal the tourist can take the half-hourly ferry and proceed to **Ardmore** (6 miles), with its interesting ecclesiastical remains (*see our Guide to Waterford, etc.*).

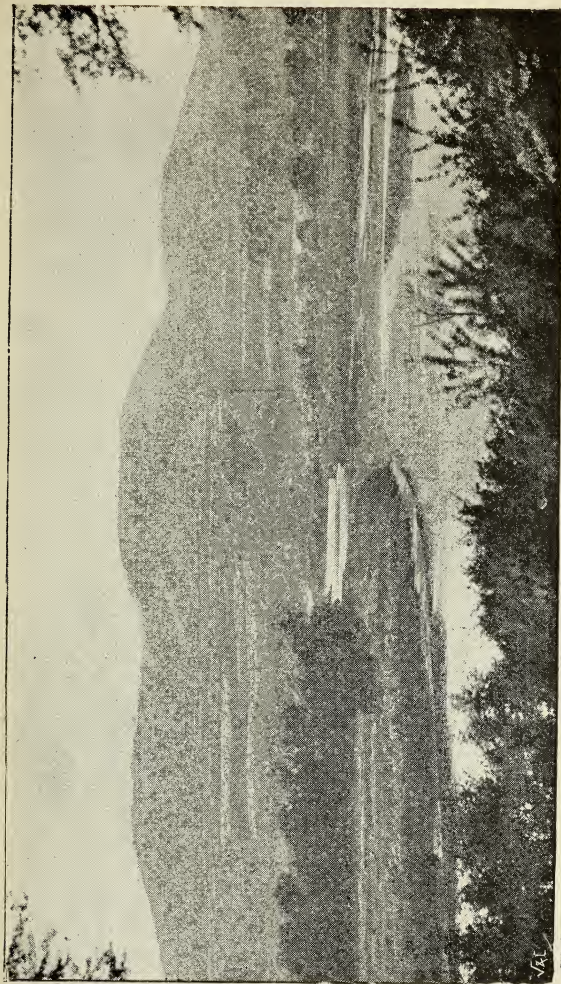
Youghal to Cappoquin by Road.

As an alternative to the steamer from Youghal to Cappoquin there is the high-road which follows the left bank of the river as far as Camphire (public conveyance runs hence to Lismore). The ferry can then be taken across to Villiers-town and so to Cappoquin, or the road on the west side of the river may be kept to, though the former course is preferable.

Youghal to Cappoquin by River.

Having walked or driven the $1\frac{1}{4}$ miles which separate the station at Youghal from the steamer quay, we quickly steam into the widest part of the river. The *Blackwater* has a length of over eighty miles, though only sixteen are navigable. It rises above Kingwilliamstown, not twenty miles from Killarney, and traverses the entire breadth of county Cork from west to east, taking a sudden turn southward at Cappoquin. This lower reach of the river has been compared times out of number to the Rhine, but so many rivers in the British Isles have been similarly honoured that the distinction is well-nigh valueless.

After passing the bridge with its five 100-foot spans, the river banks rise on either side to a considerable height. The conspicuous **Rhincrew Castle**, on the left, was once a preceptory of the Knights Templars, and was founded by Raymond le Gros, a companion-in-arms of Strongbow. The steamer glides past the picturesque ruins of **Temple Michael Church and Castle**; and the ruins of **Molana Abbey**, where Raymond le Gros lies buried. The fine modern mansion of **Ballinatrail** next comes into sight; then the river widens again into a lake known as the **Broad of Clashmore**, and we have a composite prospect of hills, meadows, mountains, lake and river extremely beautiful. **Strancally Castle** rises over the deepest part of the river, and its ivied ruins, blending with the mossy



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THE BLACKWATER AT CAPPOQUIN.

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rocks, have a peculiarly venerable and pleasing appearance. The new castle of Strancally is seen embowered in extensive woods, above which rise its lofty towers and battlements. Further on, and also overlooking the river, is **Dromana Castle**, environed with beautiful plantations. Here was born the Countess of Desmond, celebrated for longevity, who is said to have lived 140 years, and whose vitality was only then crushed by a fall from a tree.

She was born in the reign of Edward IV, and lived far into the reign of James I. The tradition, preserved by the Earl of Leicester, is that her life was ended by accident. "She must needs," says he, "climb a nut-tree to gather nuts; so, falling down, she hurt her thigh, which brought a fever and that brought death." She was the second wife of the twelfth Earl of Desmond, a family of such immense possessions and influence that it could place 5,000 or 6,000 men in the field. The Countess was personally known to Raleigh, who received a grant out of the Desmond property, which had been forfeited by the rebellion of the sixteenth earl, in 1579. Raleigh was under an obligation to plant it with English families, and we find him excusing himself for the nonfulfilment of this engagement by saying, "There remaynes unto me but an old castle and demayne which are yet in the occupation of the old Countess of Desmond for her jointure."

Tourin Castle lies on the left bank, whilst on the right are the massive mountains of Knockmealdown, and we can distinguish in the distance the spire of the abbey on Mount Melleray. From Camphire to Cappoquin is considered by many the finest part of the river. The many islets add greatly to the picturesqueness of the waterway. In the grounds attached to Affane House, a short distance up the *Finisk* (right), Raleigh is said to have planted the first cherry tree seen in Ireland, being one that he brought from the Canary Isles.

Cappoquin.

The name signifies "Conn's tillage plot" (*P. W. Joyce*). The little town, which has a population of rather more than a thousand, is delightfully situated, the surrounding country being very picturesque and containing some handsome seats. The fine species of cherry introduced by Raleigh still flourishes. Cappoquin is a good centre for anglers. Salmon-fishing can be obtained on certain conditions. Trout-fishing may be freely enjoyed within a minute's walk of *Morrissey's Hotel*. The town is also a point from which some charming excursions may be taken.

The most important is that to—

Mount Melleray Abbey,

three and a quarter miles distant. Several cars run daily from Cappoquin station on arrival of trains from Waterford and Lismore. (Fare 1/-.)

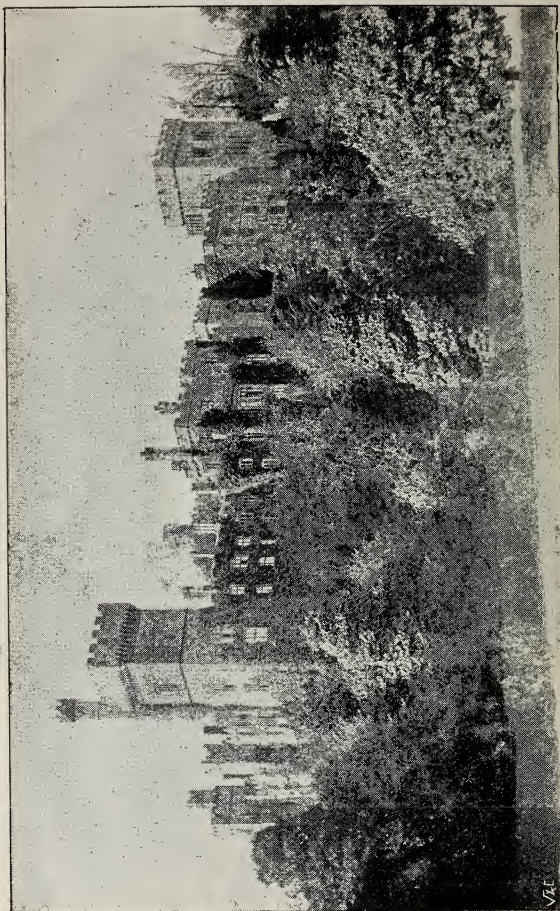
The Abbey is situated about 650 feet above the level of the sea, on the southern slope of the Knockmealdown Mountains. It belongs to the Order of La Trappe, and was founded for the reception of Cistercian monks expelled from France in 1830. The inmates vary in number from seventy to eighty, and consist of choir monks and lay brothers. The former,

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AT MOUNT MELLERAY.

who number about thirty, dress in white, the latter in brown homespun. They lead a hard life, which they support on the simplest vegetarian fare, the severity of their rule being almost unequalled. Perpetual silence is the rule for all, but this has to be relaxed in favour of the porter, the school teachers, and any who may be obliged to speak in the transaction of business.

Visitors of the male sex are courteously shown over the monastery, and may even stay as guests for a short time free of charge. A sufficient sum should, however, be placed in



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LISMORE CASTLE.

[Dublin. &

the poor box at the door when leaving. For the accommodation of ladies who may be of the party there is a special guest-house opposite the monastery walls.

Cappoquin to Lismore (4 miles by road or rail).

The railway line crosses, half a mile west of Cappoquin station, first the *Glenshelane* and then the *Blackwater*, affording charming views on the right, including one of Cappoquin House. A couple of miles further the line leaves the river.

The roads between Cappoquin and Lismore are among the most beautiful in Ireland. There is one on each side of the river.

That on the north runs close to the stream for a mile, and is then separated from it by meadows. It again approaches the river near the bridge over the *Owennashad*, a tributary of the *Blackwater*. Hard by is **Lismore Bridge**, on which the tourist should stop and look up and down the river. The view towards Lismore includes the Castle, towering above the surrounding beeches, and also the Cathedral spire.

The road on the south side of the river affords most delightful views of the opposite and more wooded part of the valley. The tourist who makes it his choice must cross Cappoquin Bridge and then turn to the right. At the end of a mile he will be at the brink of the river, just opposite Salterbridge House, and for the next mile and a half will travel by the side of the stream. When he gets abreast of a wooded islet, he will find that the road turns to the left, while on the right is the **Round Hill**, an ancient stronghold formerly known by the name now borne by the neighbouring town—Lismore, the great fort. At the end of another quarter of a mile the traveller must bear to the right, and then a straight mile or so lies between him and—

Lismore,

a well-built market-town, occupying the summit of a steep hill, and famed for the scenery amidst which it stands, its fishing, and its castle.

Lismore Castle is one of the seven seats of the Duke of Devonshire (the others are Chatsworth, Hardwick, Holker, Compton Place, Bolton Abbey, and Devonshire House, Piccadilly). On week-days it is open to visitors from 10.0 a.m. to 6.0 p.m. It occupies a magnificent situation on a wood-clad cliff rising almost perpendicularly from the water's

edge. Thackeray speaks of it as "not as large, but as noble and picturesque as Warwick."

The Castle was founded in 1185 by Prince John, the son of Henry II, and four years later was almost destroyed by the natives. By whom the damage was repaired is unknown, but the restored building was long held by the Bishops of Lismore and served them as a residence. In 1587 it passed into the possession of Sir Walter Raleigh, and some fifteen years later was sold by him to Richard Boyle, afterwards first Earl of Cork, by whom it was rebuilt. In 1627 the earl's youngest and famous son, Robert Boyle, was born within its walls. During the Civil War of the seventeenth century it was captured and burnt, but ten years after its destruction was rebuilt, and in 1689 gave shelter for a night to James II, when he was fleeing from the Boyne to Waterford. On the death of the last Earl of Cork, in the middle of the eighteenth century, it became the property of the fourth Duke of Devonshire through his marriage with the earl's daughter, and was practically rebuilt by the sixth duke.

At the eastern angle of the river front is the Tower of King James, so called from its having afforded brief shelter to that sovereign. In the rear of this is King John's Tower, said to have been the scene of the first parliament held in Ireland under the presidency of that prince. At the western angle of the river face rises the Carlisle Tower, named after the Earl of Carlisle, Lord-Lieutenant of Ireland in the middle of the nineteenth century, by whom the foundation stone was laid. The drawing-room is renowned for the loveliness of the view from the great bay window.

Lismore Cathedral (Church of Ireland) is mostly of seventeenth century work, the "great" Earl of Cork having expended a large sum upon it, but the spire is more modern; while, on the other hand, some of the pillars in the nave belong to the thirteenth century. It stands on a height to the east of the town, and is chiefly remarkable for its inscribed slabs of ancient date.

The cyclist or motorist who makes his way from—

Lismore to Fermoy by Road (16 miles),

views much beautiful scenery that cannot be seen from the line. The way out of Lismore is by the bridge over the Blackwater. At $3\frac{1}{2}$ miles from Lismore is the Bridge of Ballysaggartmore, near which, on the southern side of the

river, is **Glencairn Abbey**, in a charming demesne open to visitors. The monks' cells are still to be seen in a portion of the building that rises perpendicularly from the brink of the river. About a mile farther the ruined **Castle of Ballyduff** may be seen on the southern bank. The river is crossed close to the castle, and the traveller must then turn to the right. Rather more than a mile from the bridge he will pass Ballyduff Station, while another mile will bring him abreast of the ruins of **Mocollop Castle**, with the adjacent modern residence, on the northern side of the river, and a little beyond that he will pass under the line, which runs between the high-road and the river for the next $3\frac{1}{2}$ miles. When that distance has been traversed he will again go under the line, and will see **Kilmurry House** on the opposite bank. After passing Clondulane Station, the road once more crosses the line, and then the ruin of **Carrigabrick Castle**, by the side of the river, comes in sight.

Lismore to Fermoy by Rail.

The line runs on the southern side of the Blackwater. About a mile from Ballyduff station are the ruins of Mocollop Castle. Beyond *Clondulane* the country is prettily wooded, and the scenery is particularly beautiful at the spot where the line crosses the Blackwater near the ruins of Carrigabrick Castle.

Fermoy is pleasantly situated on the Blackwater, and contains nearly seven thousand inhabitants, besides the troops, both infantry and cavalry, quartered in the large barracks. Being comparatively modern, there is little in the town to interest the tourist, but it is a good centre for anglers, and, having railway communication with **Mitchelstown**, about ten miles to the north, is a convenient spot from which to visit the celebrated caves and castle (*see our Guide to Waterford*). The caves are smaller than the Peak Cavern, but are richer than it in stalactites. They are more extensive than Cox's Cave at Cheddar but less beautiful. A low narrow passage gives place to a tunnel of ampler dimensions, leading to a large, circular chamber called the House of Commons. Near this another passage leads past a number of fluted musical columns, appropriately named the "Organ," to the House of Lords, a capacious and well-lighted cavern containing many beautiful and fantastic formations. From the House of Commons access is obtained to Sadleir's Cave, containing an immense stalactite that has been humorously

named "Lot's wife," and thence to Kingston Hall, a very remarkable tent-like cavity. The above are the portions usually visited, the time occupied being about an hour. The exploration of the whole of the accessible caverns would take six or seven times as long.

Fermoy to Mallow.

Most people will prefer to train this portion of the route, as, although pretty, it cannot compare with the road between Cappoquin and Fermoy. A number of castles and seats are passed, but the only one calling for remark is **Convamore**, the seat of Lord Listowel, near Ballyhooley.

Mallow is described on p. 14. For the journey from Mallow to Cork (21 miles) and Killarney (41 miles), *see* p. 15.



R. Welch,]

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AN ICE-ROUNDED SANDSTONE BLUFF AT LOO BRIDGE.

KILLARNEY AND THE LAKES.

WHEN, on arriving at the railway station, the tourist hears the guard call out "Killarney," he probably imagines that he has only to put his head out of the carriage window and look down on the celebrated lakes. The word is suggestive of a bewitching vista of blue hills, placid lakes, sparkling streams, and romantic waterfalls; and it is with no little disappointment that we discover the fact that the nearest lake is a mile away. But, as we go to our hotel, we see the summits of distant mountains, high as the clouds, like banners of hope hung out to greet us; and behold a lustrous brightness in every leaf and a verdant sheen on every spear of grass.

Killarney is a small market town, 186 miles south-west of Dublin, forty north of Cork, and twenty-one to the south-east of Tralee. It is the property of the Earl of Kenmare, and contains some good streets, though a few of the thoroughfares are narrow and old-fashioned. Its prosperity is mainly dependent on the influx of visitors during the summer and autumn. Boot factories give employment to a number of men, and recently the establishment of two rug and carpet factories has given employment to a considerable number of girls. The town is governed by an Urban Council. The water supply is brought in pipes from the Devil's Punch Bowl, near the summit of Mangerton. The sewage system was entirely remodelled in 1896, and is now perfect, pipes having been substituted for the old built sewers and the outfall removed over a mile from the nearest house. The town is lighted both by gas and electricity. It is very healthy, zymotic and lung diseases being practically unknown. An authority already quoted says: * "The climate is remarkably mild and equable. During the early spring months an invalid convalescing from an attack of serious illness would

* *Irish Health Resorts and Watering Places.* Dr. Edgar Flinn, Fellow and Member of Council of the British Institute of Public Health.

derive great benefit from a residence at Killarney, the place being well sheltered and protected from harsh winds."

The **Parish Church of St. Mary** (Church of Ireland) is a handsome edifice in the Early English style, built in 1868. The interior is richly decorated. The **Catholic Cathedral** (St. Mary's), designed by Pugin, is a building of magnificent proportions, containing a fine organ. It is cruciform in shape, with a massive square central tower. The **Bishop's Palace** adjoins. The **Franciscan Friary** and **Church** stand in ornamental grounds near the railway station. There are also **Presbyterian** and **Methodist Churches**. There are three **Con-**

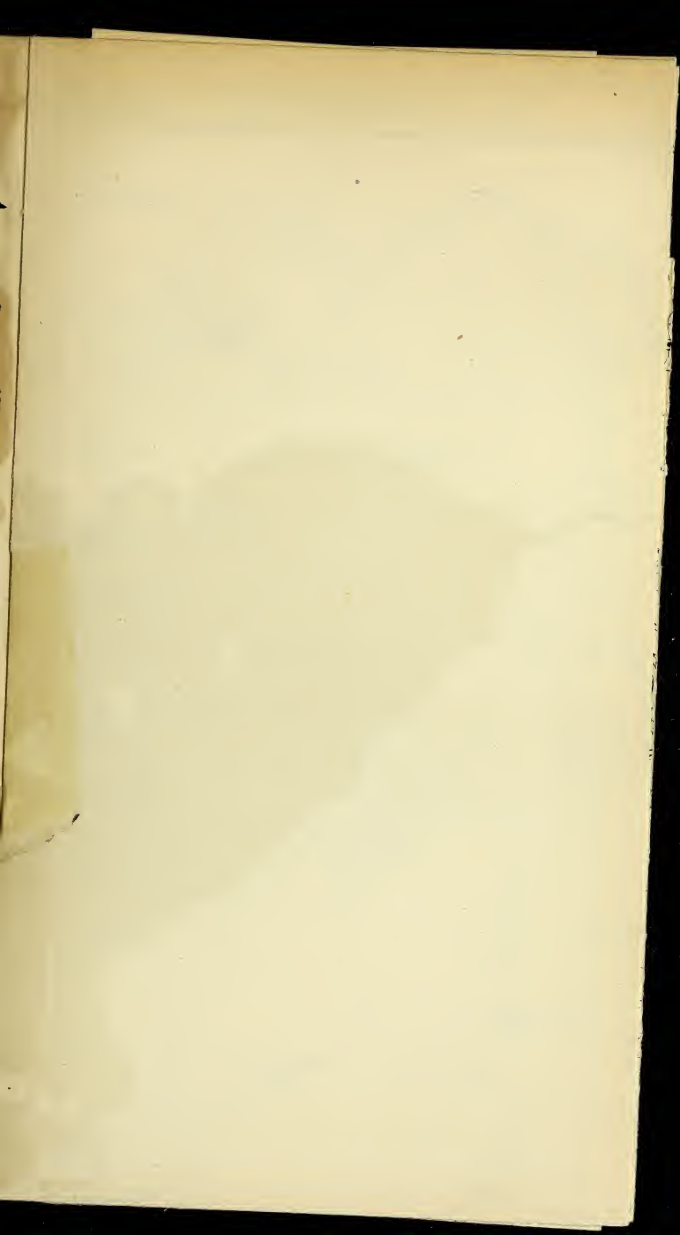


W. Lawrence,]

THE CATHOLIC CATHEDRAL.

Dublin.

vents (Sisters of Mercy, Presentation, and Loretto), also a Presentation Monastery, each with schools attached. The **Diocesan Seminary of St. Brendan** is close to the Cathedral. The girl pupils of the Convents of Mercy and the Presentation excel in the making of Irish lace and art needlework, and visitors are always welcome to see the work in progress, and mayhap to purchase some as a souvenir. The proceeds are devoted to the maintenance of the schools and to charity. There is also a **School of Arts and Crafts**, endowed by Viscount and Lady Castlerosse for the benefit of the artisan population. The **Club House** is in New Street; visitors have



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KILLARNEY LAKES.



The dotted line indicates the Coach Road.

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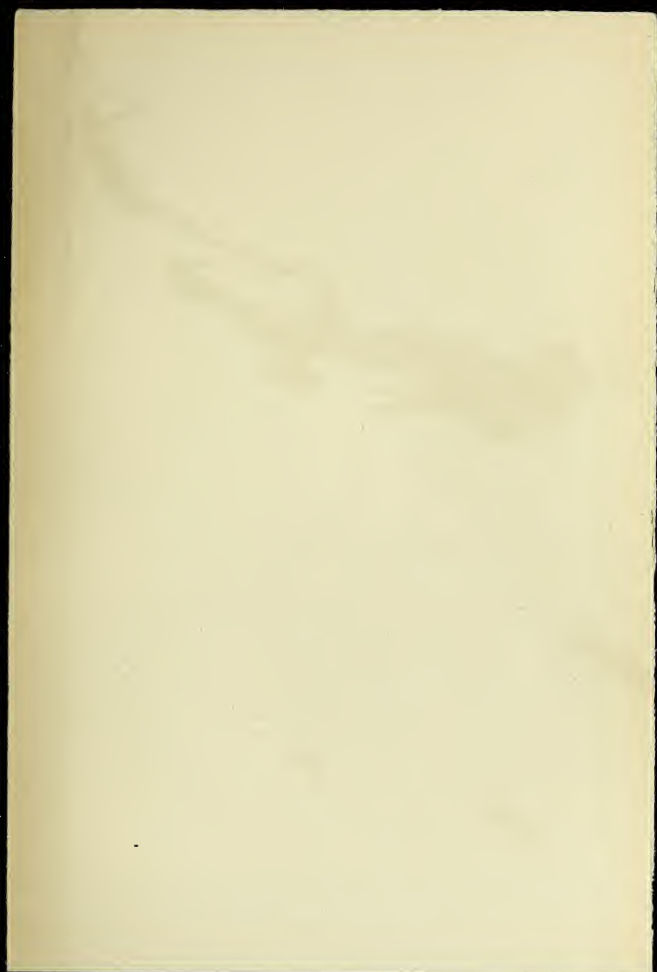
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Battle Field.

Battle Field.





WARD LOCK & Co. LTD, WARWICK HOUSE, SALISBURY SQ, LON

the privilege of entry on the introduction of a member. The Total Abstinence Society occupies a spacious building, which visitors may view. The County Lunatic Asylum, standing on the high ground to the north of the town, commands an uninterrupted view of the splendid scenery of the district. These, with the pretentious castellated **Police Barracks**, the **Courthouse**, the **Town Hall**, and the Union Workhouse complete the list of public buildings.

The private residences in the vicinity of Killarney are numerous and worthy of their unrivalled environment. **Killarney House**, the magnificent Irish home of the Earl of Kenmare, adorns the crest of a hill at the west end of the town, surrounded by its splendid demesne and park of vast extent, skirting the Lower Lake. In the exquisite Italian gardens of the house a flower show is annually held, under the presidency of the Countess of Kenmare. The Annual Fete, under the auspices of the Gaelic League, is also held in the grounds. **Muckross House** (the seat of Lord Ardilaun), an Elizabethan mansion in white Portland stone, overlooks the Middle Lake, and is close to Muckross Abbey. The grounds are nearly 800 acres in extent. Here Queen Victoria and the Prince Consort were entertained on their visit to the lakes in 1861. **Flesk Castle** and **Southhill House** occupy elevated positions a little to the south of the town. From the battlements of the former an extensive view of the lakes may be obtained. **Lake View House** and **Aghadoe House** are situated on the western shore of the Lower Lake, and **Cahernane House** at its north-eastern end. The picturesque **Park House** takes its name from the Deer Park in which it stands, embowered in magnificent and aged trees. The grounds of all these residences are laid out with admirable taste and command delightful prospects. In recent years also a number of pretty villas have been erected in the neighbourhood of the town.

Killarney was visited in 1897 by the present Prince and Princess of Wales, who were delighted with the beauties of the lakes. It was suggested at the time that Killarney would form an ideal spot for a royal residence. Indeed, it is believed that negotiations were actually entered into for the purchase of Muckross House.

Hotels.

A point on which the British tourist will probably feel

some anxiety is that of the provision for domestic comfort during his stay at Killarney. He need, however, entertain no misgiving. Possibly no touring district in the kingdom, certainly none in Ireland, is so well furnished in respect of hotel accommodation as Killarney, and the hotels are of all classes, suitable to the taste and means of every condition of visitor, from the luxurious establishments catering for the wealthy to the more modest but comfortable hostelries patronised by the visitor of moderate means. We quote again from Dr. Edgar Flinn's admirable publication : " The hotel accommodation at Killarney is of the very highest order, and in point of comfort and good management cannot be excelled. This is one of the principal reasons why a sojourn at Killarney is so thoroughly enjoyable ; one can always depend on being supplied with the best essentials of home comfort, coupled with a good cuisine, after the day's sightseeing." In the height of the season it is prudent to secure rooms in advance. We give below a list of the hotels in Killarney, and further information concerning the best of them may readily be obtained from the advertisement pages. For tariffs, *see* Introduction.

The **Great Southern Hotel** is within two minutes' walk of the Railway Station, and is approached by a private covered way. It is situated in its own extensive grounds, which adjoin Lord Kenmare's deer park.

The **Royal Victoria Hotel** is beautifully situated on the northern shore of the Lower Lake. Its grounds extend to the water's edge.

The **Lake Hotel** stands at the head of a small inlet of Castlelough Bay, the eastern portion of the Lower Lake. It is within a few yards of the water's edge and is surrounded by beautifully-kept grounds.

The **Muckross Hotel** is close to the entrance to the Muckross demesne, at the foot of Mangerton.

O'Sullivan's Hotel adjoins the Muckross.

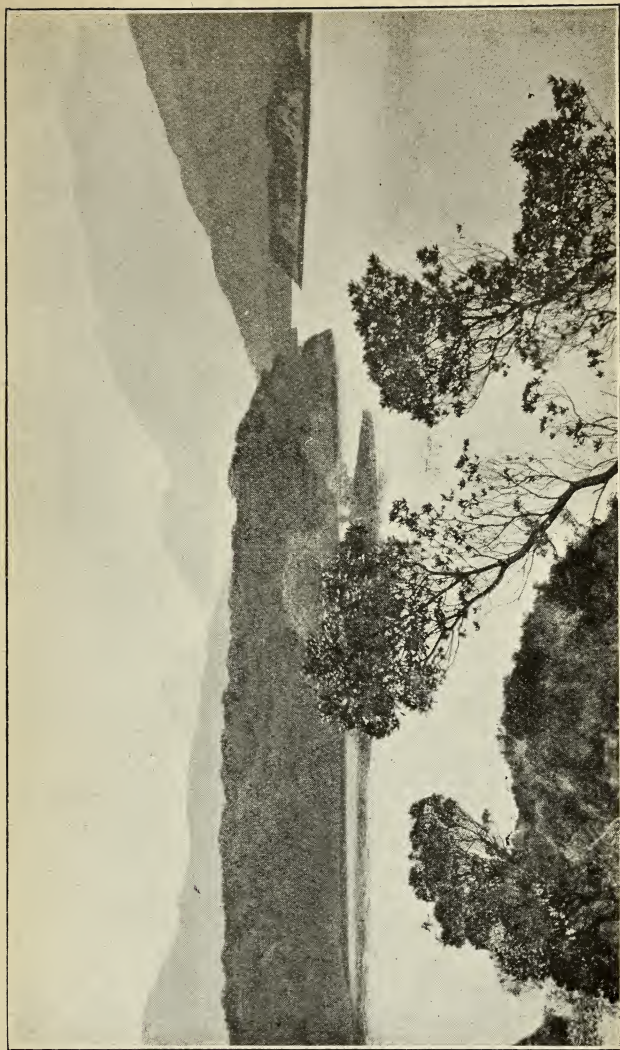
The **Lake View** commands an extensive view of the Lower and Middle Lakes.

The **Glebe Hotel** and } are conveniently near to the Railway Station and centrally situated for the scenery.

The **Killarney Hotel** }
The **Commercial Hotel** is adjacent to the last-named.

The **Park Place Hotel** is within view of the Deer Park and close to the town.

The **Home Farm Hotel** overlooks the Earl of Kenmare's Home Park.



R. Welch.

ARBUTUS ISLAND, UPPER LAKE.

[Beltest.

The **Innisfallen Hotel** is in Main Street, opposite the Protestant Parish Church ; and

The **Imperial Hotel**, in College Street, faces the Glebe and Killarney Hotels.

Private lodgings, as a rule less expensive than hotels, may readily be obtained in the town and neighbourhood.

The local *Tourist Association* will be glad to supply further information as to the above and other hotels and boarding-houses in the district.

Postal Arrangements.—The Post Office in New Street is open : On week-day 7.0 a.m. to 8.0 p.m. ; Sundays, 7.0 to 10.0 a.m. and 4.30 to 6.0 p.m.

Telegrams : Week-days, 8.0 a.m. to 8.0 p.m. ; Sundays, 8.0 to 10.0 a.m. and 4.30 to 6.0 p.m.

Mails made up for Dublin and England : Week-days, 2.15 and 8.15 p.m. ; Sundays at latter hour only.

Places of Worship.—*Church of Ireland.*—*Parish Church of St. Mary* : Services : Sundays, 11.30 a.m. and 7.0 p.m. ; Church holidays, 11.30 a.m. ; Fridays, 8.0 p.m. All seats free and unappropriated. The church is open daily, 12.0 to 6.0 o'clock.

Holy Trinity, Muckross : Sundays, 11.30 a.m. and 4.0 p.m.

Aghadoe : Sundays, 11.30 a.m.

Presbyterian : Sundays, 11.30 a.m. and 7.0 p.m.

Methodist : Sundays, 11.30 a.m. ; Thursdays, 8.0 p.m.

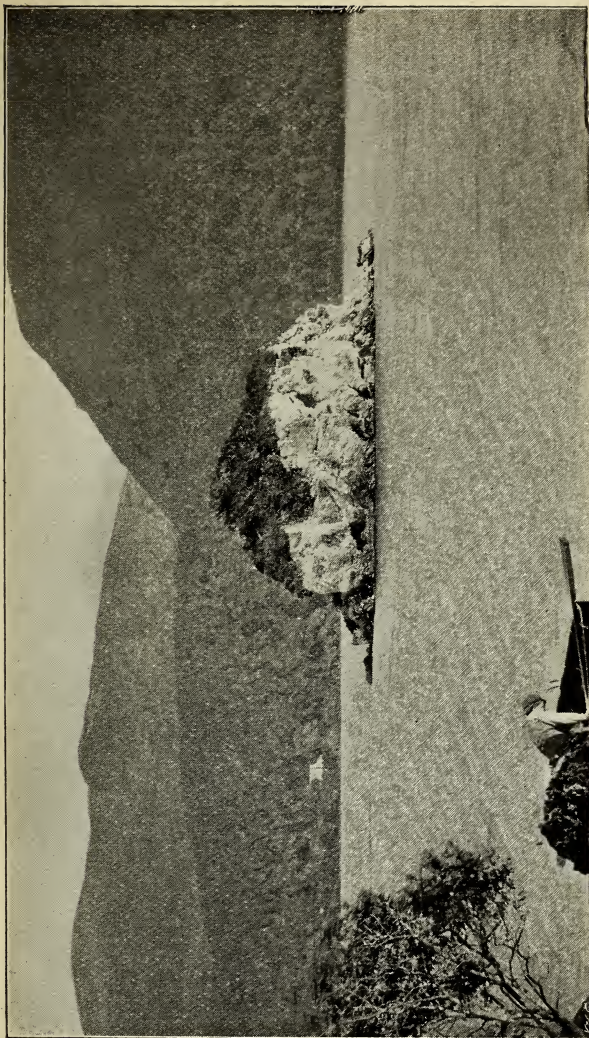
Roman Catholic.—*St. Mary's Cathedral* : Sundays and holidays, 7.0, 8.0, and 10.30 a.m., 12.0 noon, and 7.30 p.m. ; Wednesdays, 8.0 p.m. ; Fridays, 7.30 p.m.

Holy Trinity (Franciscan) : Sundays and holidays, 6.0, 7.15, and 9.0 a.m. and 4.0 p.m. ; week-days, 6.30, 7.0, and 8.0 a.m. ; Tuesdays and Fridays, 7.45 p.m.

Banks.—There are two banks—the *Munster and Leinster Bank* in Main Street, and the *National Bank* in New Street.

Amusements.

Besides the delightful excursions from the town, with which we shall deal at length directly, visitors and inhabitants alike are well provided with the means of keeping dull care at a distance. Excellent **Golf Links**, consisting of nine holes, in a course two and a half miles long, have been laid out in Lord Kenmare's Park ; and a Golf Club, of which his lordship and all the resident gentry are members, has been established. Visitors are admitted on payment of a small fee. The local **Lawn Tennis Club** possess some first-rate courts, and visitors to the town can obtain permission to play. A **Croquet Lawn** is attached. In addition, there is a **Lawn Tennis and Cricket Ground**, admission to which is readily obtainable, on the banks of the Flesk, scarcely half a mile from the centre of the town. **Fishing** in the lakes is free to any visitor who chooses to provide himself with a salmon license, which costs twenty shillings. The best fish-



[Dublin.

MIDDLE LAKE AND DEVIL'S ISLAND.

W. Lawrence,]

By time. One-horse carriages :

First hour	1 or 2 persons ..	2/-
"	3 or 4 " ..	3/-
Every half-hour afterwards,	1 or 2 " ..	1/-
"	3 or 4 " ..	1/6

Two-horse carriages, carrying eight or more persons, charged double the foregoing.

The following is a list of the charges for the principal drives, calculated for one-horse carriages, double being charged for pair-horse wagonettes :—

* To the Gap of Dunloe and from Ross Castle	10/-
* To the Gap of Dunloe, from Ross Castle, and through the West Demesne	12/6
Round Ross Island	4/-
To Mulgrave Police Station, on Kenmare Road, and back	9/-
To Muckcross Abbey, through the Demesne and Dinas Island, and return by Torc Waterfall	8/-
Through the Earl of Kenmare's Home Park	3/6
To Carran Tual Mountain, waiting and return	11/6
To Mangerton, waiting and return	9/-
Through the Earl of Kenmare's Deer Park	4/6
Through Lord Kenmare's Deer Park, Aghadoe Ruins, West Demesne, round Ross Island, and return	9/-
To Ross Castle	2/3
To Aghadoe Ruins and back	4/6
To Muckcross Abbey, through Demesne, Dinas Island, and Mulgrave Police Station, and back	11/6
Through Ross Island and the West Park	6/6
Through Ross Island, West Park, and Deer Park	8/-
Through Lord Kenmare's West Park and return	5/6
* To Muckcross Abbey, through Demesne and Dinas Island, to the Tunnel on Kenmare Road, Derri-cunnihy, and from Ross Castle Quay	10/6
* Through Lord Kenmare's Deer Park, Aghadoe Ruins, West Demesne, and from Library Quay in Ross Island	9/-

Boats must be used in connection with the routes marked thus,*.

But it must be remembered that the visitor has the option, *at the termination of the journey*, of paying by time. When business is not very brisk cars may be secured by agreement for much lower fares than the foregoing.

Distances.

The following table of distances (furnished by the County Surveyor of Kerry) from Killarney to the chief places of interest will be of use to the tourist :—

Killarney (g)

	Miles.		Miles.
Muckross Abbey . . .	2 $\frac{3}{4}$	Tunnel on Kenmare Road.	6 $\frac{1}{2}$
Torc Cascade . . .	4 $\frac{1}{4}$	Lord Brandon's Cottage .	3 $\frac{1}{4}$
Derrycunihy Cottage .	7 $\frac{1}{2}$	Beaufort Bridge . . .	5 $\frac{1}{4}$
Gap of Dunloe (Kate Kear-		Mulgrave Police Barracks .	10
ney's Cottage) . . .	7 $\frac{1}{2}$	Ross Castle	1 $\frac{3}{4}$
„ French's Cottage .	9 $\frac{1}{2}$	Ruins of Aghadoe . . .	3 $\frac{1}{8}$

Boat Fares.

Pair-oared boats, with one boatman : First hour .	1/6
„ „ Every subsequent half-hour .	-/6
„ „ with two boatmen, 2/6 and -/9 respectively.	

Boats may be hired by the day at 10/6 for a pair-oared boat and 21/- for a four-oared boat. The tourist will generally find it most economical, however, to leave all arrangements as to boats and cars to the hotel manager.

Guides and Ponies.

It is better, for many reasons, that the tourist should employ a guide to show him over the mountain passes and through the woods. They usually receive 5/- per day. Ponies may be hired from 6/- to 3/6 per day, according to the demand.

Heights of Mountains.

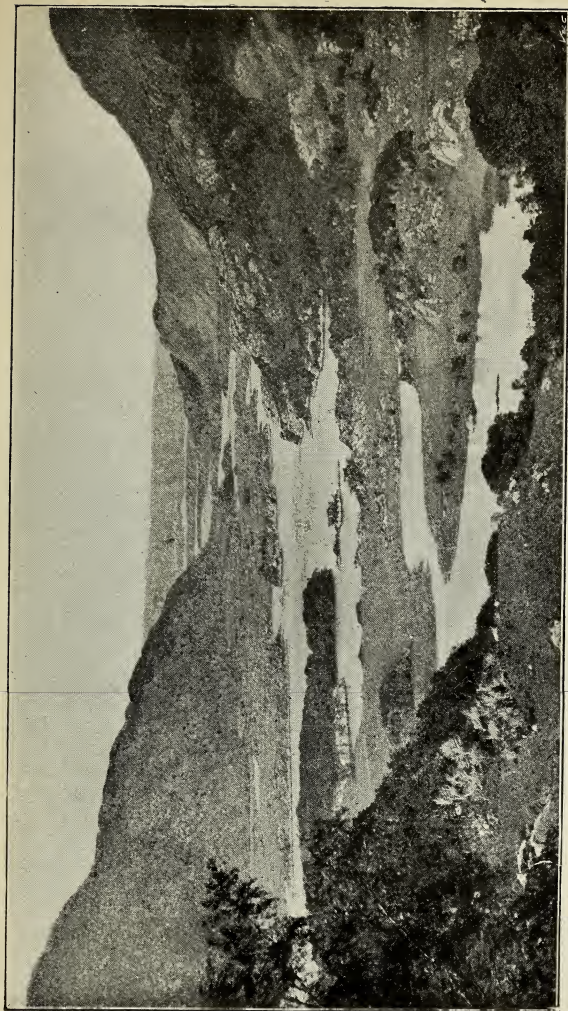
	Feet.		Feet.
Carran Tual	3,414	Tomies	2,413
Mangerton	2,756	Torc	1,764
Purple Mountain . .	2,739	Eagles' Nest	1,103

Sizes of Lakes.

	Greatest Length.		Greatest Width.		Area.
	Miles.		Miles.		Statute Acres.
Lower Lake	5 $\frac{1}{8}$	..	3	..	5,001
Middle Lake	2	..	$\frac{7}{8}$	..	680
Upper Lake	2 $\frac{1}{2}$	..	$\frac{1}{2}$	..	430
Long Range	3 $\frac{2}{3}$	..	—	..	120

The elevations of the loughs above the sea are :—

	Feet		Feet.
Devil's Punch Bowl .	2,206	Cushvalley	337
Cum-Meen-Na-Copasta	2,156	Guittane	256
Gouragh	1,226	Coom-a-Dhuv	197
Callee	1,096	Upper Lake	70
Black Lough	587	Lower Lake	66



W. Lawrence,]

GENERAL VIEW OF THE LAKES FROM THE KENMARE ROAD.

[*Dublin.*]

The Lakes.

The chief attraction of the district is the beautiful scenery surrounding the famous lakes, which are three in number, known respectively as the **Upper** ; the **Middle**, or **Torc** ; and the **Lower**, or more properly **Lough Leane**. The lakes are connected by a tortuous stream, called the **Long Range**, which winds in and out in the most pleasant manner. The lakes are fed by a number of mountain streams, their surplus water being discharged by the river *Laune*, which flows from the south-west corner of the Lower Lake to Castlemaine Harbour, on the coast of Kerry. The Long Range was admitted by Sir Walter Scott to be finer than anything in his beloved Scottish lake district. The head of the Lower Lake and the whole of the other two are surrounded by high mountains and scenery of the most romantic nature ; and after exploring the lakes as recommended in the following pages, we believe most tourists will agree with Thackeray when he pronounces them “ too handsome.”

If the visitor is pressed for time and does not fear fatigue, he may, by “ galloping over the lakes in one day,” get a glimpse of their more prominent features. To do so, he may proceed by Aghadoe ; visit Dunloe Castle, and ascend Carran Tual, descending by the Black Valley ; and return by boat through the lakes. Or he may proceed back through the Gap of Dunloe, and home by Lord Brandon’s Cottage, Derry-cunnihy, Eagles’ Nest, Torc and Muckcross. Another one day excursion is by Aghadoe, Beaufort Bridge, through the Pass of Dunloe, and back by water from the head of the Upper Lake, visiting Dinish Island, O’Sullivan’s Cascade, Innisfallen and Ross.

But though it is better to take a few tantalising glances at the lakes than not to visit Killarney at all, at least a week should, if practicable, be spent there ; and those who are able to stay for that time will be able to vary the excursions as the weather may render desirable.* For the convenience of such visitors, we append a programme of excursions, which will enable them to visit everything worth seeing within a considerable radius of the town. The first five excursions exhaust the district of the lakes ; the sixth and

* The hotel-keepers have arranged a series of excursions which by somewhat hard work, enable their guests to see the chief features of the district in three days.

following days will enable those who may be inclined to visit the wild and grand scenery of the Kerry coast an opportunity of gratifying their desire :—

First Day.—Muckross Abbey and Demesne ; Dinish Island ; Meeting of the Waters ; Old Weir Bridge ; Eagles' Nest ; the White Deer ; the Tunnel ; Queen's Cottage ; Derrycunihy Cascade ; Mulgrave Police Barracks, and view from the point above it ; return by Torc Waterfall.

Second Day.—Ascend either Mangerton or Carran Tual : the latter is the higher and more difficult.

Third Day.—Lower Lake ; Ross Island and Castle ; Linnisfallen Island and Abbey ; O'Sullivan's Cascade ; Bay of Glena.

Fourth Day.—Aghadoe and Gap of Dunloe ; Turnpike and Black Valley ; Logan Stone ; Upper Lake ; Long Range ; Eagles' Nest ; Muckross or Middle Lake.

Fifth Day.—Glenflesk ; Labig Owen and Druidical remains at Lissivigeen ; Kenmare Demesne ; Lord Kenmare's West Park and Demesne ; Ross Island, and the Deer Park.

Sixth and Following Days.—Revisit favourite spots or proceed to Cahirciveen, Valentia Island, Waterville, etc., returning by coach to Kenmare.

In the following pages all needful directions are given for each excursion.

FIRST DAY.

Muckcross Abbey and Demesne—Dinish Island—Meeting of the Waters—Old Weir Bridge—Eagles' Nest—The White Deer—The Tunnel—Queen's Cottage—Derrycunihy Cascade—Mulgrave Police Station, and view from the point above it—Return by Torc Waterfall.

TAKING our seats on an excursion brake, or a jaunting car, we jog smoothly and merrily along to

Muckcross,

two and a half miles south of Killarney. The hotels here afford excellent quarters, and the village is frequently selected by tourists as headquarters, as it is close to Muckcross Abbey and Demesne, and within walking distance of Torc Waterfall and Dinish Island. The lakelet at the back of the hotel afforded his Majesty and party some good fishing on the occasion of his visit as Prince of Wales, but it is by no means certain that it will be equally kind to more humble anglers. The little church of **Killagey**, on an eminence hard by, enjoys the reputation of being the smallest in the kingdom. We alight at Muckcross to visit all that is left of—

Muckcross Abbey,

which occupies the site of the old-world Church of Irrelagh (a name meaning "the building on the lough"), burned somewhere about 1192. The present ruins, however, are old enough in all conscience, the Abbey, which was inhabited by Franciscan friars, having been founded in 1340 by the MacCarthys, princes of Desmond. There are the remains of the church, 100 feet long, consisting of choir, nave and transept. The breadth of the choir is about 25 feet, and the transept is 35 feet in length. In the centre is a strong square tower. The transept is united to the nave by a lofty arch; on the opposite side a narrow doorway leads to the cloisters, the best preserved and most interesting part of the structure. The buildings form a square of 36 feet,

surrounded by an arcade, consisting of twelve semicircular arches on the east and south sides, and ten pointed ones on the west and north. The arcade lights a corridor about five feet in width. The arches and pillars are of grey marble. In the centre of the square a magnificent yew-tree spreads its great branches. Its venerable associations and picturesque situation make this ruin one of the most imposing and remarkable places near Killarney. Adjoining the cloister were the apartments of the friars. A beautiful doorway forms



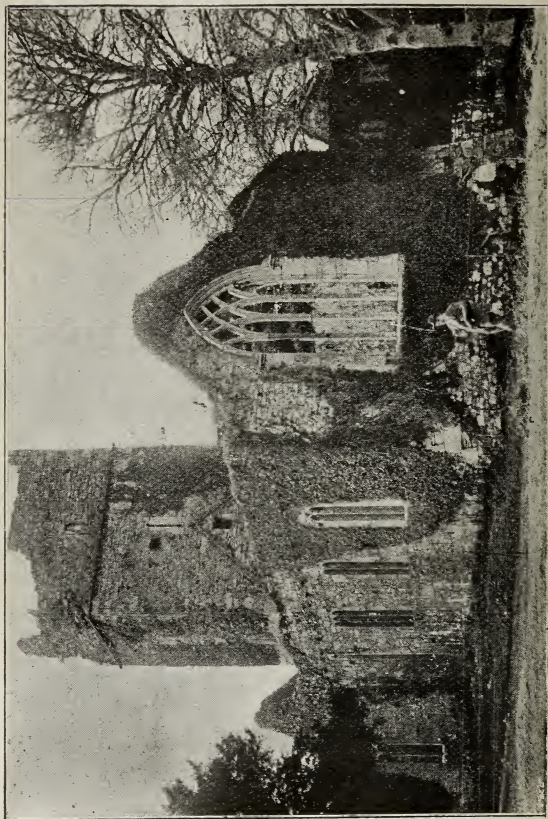
T. Healy,]

[Killarney.

DOORWAY, MUCKROSS ABBEY.

the entrance to the nave; and the great oriel window of the choir is seen through the Gothic arch which pierces the tower or belfry. The window is divided into four lights by interlaced mullions. The gable is densely shrouded with ivy, and the floor thickly strewn with graves, the most noted of which, although one of the least ostentatious, is that of MacCarthy More. In the vault beneath also rest the ashes of O'Donoghue, and the visitor will read the lines graven on the monument:—

"What more could Homer's most illustrious verse
Or pompous Tully's stately prose rehearse,
Than that this monumental stone contains,
In death's embrace, McCarthy More's remains ?



[Killarney.]

MUCKROSS ABBEY.

T. Healy,]

Hence, reader, learn the sad and certain fate
That waits on man—spares not the great ;
And while this venerable marble calls
Thy patriot tear, perhaps, that trickling falls,

And bids thy thoughts to other days return,
 And with the spark of Erin's glory burn,
 While to her fame some grateful tributes flow ;
 Oh ! ere you turn, one warmer drop bestow—
 If Erin's chiefs deserve thy generous tear,
 Heir of their worth, O'Donoghue, lies here."

This was also the place of sepulture of the O'Sullivans More, once among the proudest chiefs in Kerry, whose graves, and those of many other stalwart leaders, lie unnoticed in the rank vegetation that carpets Muckross.

The Abbey is not without some stately modern monuments ; yet their beauty appears out of place amidst such mouldering desolation. The graves of the peasantry lie in many a grassy heap on the south side, and some of the cut stones have been taken from its walls to mark them.

Muckross Demesne,

in which the Abbey stands, was purchased in 1900 by Lord Ardilaun for £60,000. The grounds occupy a peninsula, about a mile and a half wide, and are laid out in walks and gardens of romantic beauty. An excursion through the grounds is a source of considerable pleasure. The **Ladies' Walk**, along the shores of the lake, affords one of the choicest rambles in Killarney ; yet it is surpassed by another, extending by the borders of Muckross Lake for about two miles. From this we have sublime views of Mangerton and Torc Mountains and the many exquisite islands in the lake. The demesne is considered by many to be, in respect to natural scenery, the finest in the kingdom. The visitor must not fail to see the "Royal Family," a group of young trees one of which was planted by Queen Victoria.

Quitting the demesne and returning to our car, we proceed through the peninsula of Muckross. The road now runs over **Brickeen Bridge to Brickeen Island**, which is joined to **Dinish Island** by another bridge. On Dinish Island is a neat Cottage, where visitors can obtain tea and light refreshments. Here we leave the car to follow on foot a little path by the cottage, which brings us to a spot where can be obtained a view of Old Weir Bridge and the famous "Meeting of the Waters."

Mounting once more, we still keep Torc Lake on the left until we reach the main road leading to the Long Range and the Upper Lake. Do not omit to ask the driver to

point out the *White Deer* ; though whether you ask or not, he is almost sure to call attention to it. Seen from the car, there appears a very fair outline of a white deer in a crouching position ; so accurately delineated is the figure that you are led to believe it must have been cut in relief out of the rock. Further on, we come to—

The Tunnel,

an arch cut through an enormous rock, under which the road passes. From the top one of the finest views of the Upper Lake is obtained. The background to this picture is formed by the rugged summits of the Reeks—Carran Tual rising like a dome above the crowded panorama ; while before us are the Black Valley and the entrance to the Gap of Dunloe. Opposite is the *Doogary River*, and we see its waters flashing down the furrows of the Purple Mountain. Every description of scenery meets the eye. There are precipices crowned with pines ; naked rocks, rent, seamed and broken, jut darkly into the waters ; and there are precipitous slopes strewn with detached masses of rock, bald and barren, or covered with purple heather or fresh sward. There are islands clad with foliage, and winding shores lined with evergreens, alternating with stately forest-trees.

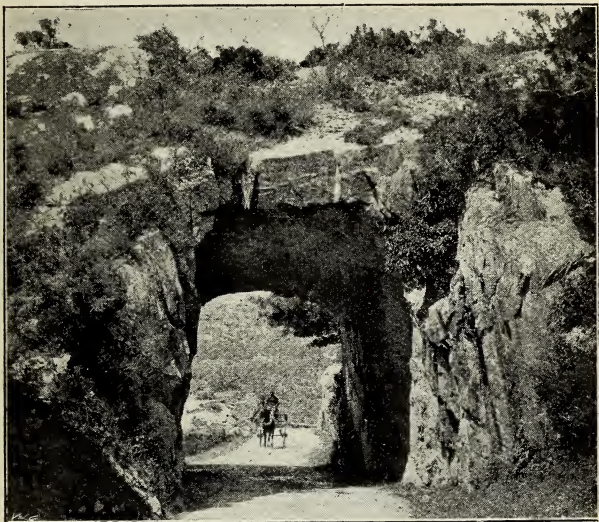
About a mile further on, we cross the *Galways River*, close to the **Derrycunnihy Cascade**. To visit it, we take a by-path ; and long before seeing the fall hear its reverberations. Surrounded by some of the choicest scenery in Killarney, the cataract is exceedingly fine. It plunges down a deep mountain chasm, amid rocks which tear the waters into torrents that fall shivering on to lower rocks.

Pat will not fail to show the visitor the footmarks in the **Rock of Derrycunnihy**, tending to corroborate his assertion that a chief of that name leaped across the fall. Similar footmarks graven on rocks are frequently seen all over Ireland. Spenser considered that they were boundary marks, where, standing on the stone, the chiefs were sworn to preserve all the ancient customs of the country. Here we find another of the picturesque cottages (of which there are three in the lake district) erected by Lord Kenmare to entertain the royal party on the occasion of Queen Victoria's visit in 1861.

The picturesque **Mulgrave Police Barracks** are about half

a mile west of the fall. Passing the police station, we ascend a point a little to the right in order to enjoy the splendid view it commands. This is the farthest point of our day's jaunt.

A beautiful diversion can be obtained by turning to the left from the coach-road at Galway's Bridge and taking the path direct to the top of the mountain. It crosses two streams by fording-stones, and then commences to ascend in zigzag fashion. From



W. Lawrence,]

[Dublin.

TUNNEL ON THE KENMARE ROAD.

the top a view can be obtained which is equal to that from Mangerton, whilst the road is easily accessible to ladies and inexperienced climbers. Southward lies Kenmare Bay, and northward, or more correctly north-westward, the whole stretch of Killarney lakes can be seen, with Carran Tual and the Purple Mountains to the left. The road drops straight into Kenmare, but it is rather hard walking, as the decline is very sharp. For those who are staying in Killarney it would be an excellent day's work to take coach or car to Galway's Bridge, walk over the ridge (having lunch *al fresco*), proceed to Kenmare, and return by the evening train.

The return to Killarney is made by way of—

The Torc Cascade.

Bordering the road are some of the finest fir-trees in the district; tall, stately trunks whose branches spread and interlace. As we approach the fall, its sullen roar breaks on the ear, increasing in intensity as we proceed from the



T. W. Shiels,]

[Dublin.

THE TORC CASCADE.

main road up the little path which leads to it. The fall is concealed by trees and evergreens until we are close upon it, when through a vista in the leafy screen it bursts on the eye in all its beauty, plunging with terrific force down a

rock some 60 feet in height. It is best seen, of course, immediately after showery weather. The first bound is in a broad, unbroken sheet; then it divides and leaps from rock to rock in tumultuous grandeur, foaming and wreathing, boiling and surging, uniting and again dividing, until it finds its way through a dark, narrow gorge to the lake. A winding path leads to the top, from whence we look down on this chaos of waters. The water-worn, precipitous rocks we ascend are shadowed with the foliage of the arbutus, studded with velvet moss and sprayed with trembling ferns. From the summit of the rock the Middle and Lower Lakes are seen, with their guardian mountains and winding shores, their fairy islands resting like swans upon the water. Like many things of beauty, the Torc is capricious. Often the waters flow as a mere glistening streamlet among the dark rocks, but when Torc wreathes his head in clouds and thunderstorms prevail the sublimity of the cascade is revealed.

Visitors to the Torc may be warned that drivers of cars are sometimes in so great a hurry that they do not encourage the tourist to continue to the top of the fall. In this case one of the finest sights in Ireland is missed, as the full beauty of the cascade cannot be seen from any other point. With the single exception of the upper waterfall at Glenariff in County Antrim, the Torc is the finest cascade in the country.

SECOND DAY.

Ascend either Mangerton or Carran Tual.

No other excursion will give the tourist so precise an idea of the topography of Killarney as that which we recommend him to undertake on the second day of his stay.

The Ascent of Mangerton.

It saves trouble to take a guide, but the path is fairly plain. The less robust members of the party will do well to hire ponies.

The distance to the summit from Killarney is about seven miles. Soon after leaving the town, we cross the *Flesk*, which flows into the Lower Lake at Castletlough Bay. The road is bordered by high walls, which shut in the view of the lakes, until we reach Muckross. Our road branches to the east, by O'Sullivan's Hotel, and so continues for nearly a mile, when it again turns southward, and in another mile

and a half reaches a stream and gives place to a mere path. It is usual and much safer to leave the ponies here and to ascend to the top on foot. About a mile on, the tourist comes in sight of **Lough Guittane**, a considerable lake, singularly lovely, with three small islands on it. The mountain now becomes bleak and rugged, but, as we proceed, more and more interesting, the views increasing in grandeur with every foot of elevation. After some tough climbing, we arrive at the curious lake which goes by the name of the **Devil's Punch Bowl**. It is a tarn almost a quarter of a mile long, deep down in a dark gorge, and looking from the great overhanging steeps almost as black as ink. The water is cold as ice, and as unrippled as if it were really frozen over. No fish are found in it, though they are plentiful in the stream that flows out of it. The echo is fine, but rather peculiar; it seems to ring round and round, as it bounds and rebounds from rock to rock. The Devil's Punch Bowl is said to have no bottom—at least, the bottom has never been fathomed. Charles James Fox had the temerity to swim right round the tarn when on a visit to the Earl of Kenmare in 1772.

By the time the ordnance mark on the summit is in sight, the path becomes less difficult, for we tread on a peaty soil. At the mound we are 2,756 feet above the sea, and a glorious panorama rewards our exertions. Away to the east, the Boggerah Mountains and the Paps loom cloud-like and blue; far on the north, the river Shannon is just discernible, and nearer rise the Slieve Miskish Mountains; on the west we view the rocky ranges of Iveragh, Dingle Bay and the Kenmare Fiord; southward we see the distant Caha Mountains that shadow Glengariff and rise over Bantry Bay. But nearer there are greater charms of scenery, for the three lakes lie at our feet, and we overlook their fairy islands. The town seems but a stone's-throw away, and we can trace the roads that converge to it for many a mile into the country. Like silver threads, we see the streams and rivers running amongst verdant meadows, with the gem-like sheen of the arbutus bowers that gird the glancing lakes; higher, is a darker zone of tasselled pines. The Macgillycuddy Reeks stand out in all their magnificence, Carran Tual like a monarch proudly overtopping all. Nearer yet, the Purple Mountain and the Tomies rear their peaks; and closer still are the Drooping Mountain and Torc.

It is usual to return by the same route ; but under proper guidance several variations may be made.

On our way down we may turn aside to visit the **Horse's Glen**, a chaotic pit surmounted by perpendicular rocks, containing another of those cold black lakes. Except by one narrow entrance the Glen is inaccessible.

During the descent, our face is towards the north, and all the beauties of the lakes are mapped before us. If time allows, a *détour* may be made by way of the **Queen's Drive** to Torc Cascade. The drive lies along the breast of Manger-



W. Lawrence,]

[Dublin.

THE DEVIL'S PUNCH BOWL.

ton. It was laid out by Mr. Herbert of Muckross for Queen Victoria, was then re-closed, but was appropriately reopened to commemorate the Diamond Jubilee.

On page 91 we give an alternative route, not so high or so difficult of ascent as Mangerton, but from which a very fine view, similar to that just described, can be obtained. Undoubtedly, the finest descent from Mangerton is on the Kenmare side, by persevering along the path until a good

road is seen winding round the base of the peak itself. From this road to Kenmare the distance is about four miles.

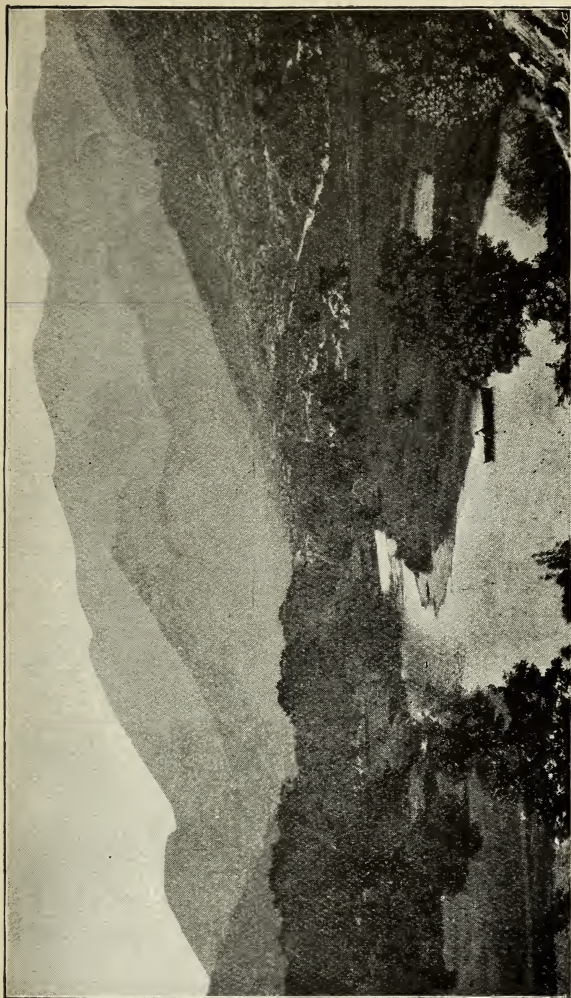
Our plan gives readers the alternative of an—

Ascent of Carran Tual ;

and we will now describe that excursion. Though the view from the summit is not grander than that from Mangerton, the climb is perhaps a greater favourite with tourists, for Carran Tual is 600 feet higher than Mangerton.

The King, during his visit to Killarney in 1858, went up Carran Tual ; and we will follow in the steps of royalty and order our ponies to the foot of the mountain, early enough, however, to allow them a good rest there, for it is fifteen miles from Killarney. The road leads away by the northern shore of the Lower Lake, crosses the river Laune east of Dunloe Castle, passes the entrance to the Gap, and gradually winds amongst the mountains. We have Carran continually in sight ; and judging distance by the eye alone, should never suppose it so far away. At the base of the mountain, about five miles from the top, we reach a cottage built for the accommodation of visitors ; and here our ponies await us. All the guides of the place assert their exclusive right to “show the gentleman up,” and to tell him the legends. It is better to hire one or two of these wild, hardy, ragged fellows ; though they may be in rags they will not covet the coat they are entrusted to carry, nor, however hungry, will they disturb the viands confided to their care.

We now commence the ascent, the shock-headed guides, laden with coats and knapsacks and armed with cudgels, leading. The path is not difficult, though rugged in places, and strewn with coarse stones. Continuing for about three miles, we reach an exceedingly lonely glen, whence the mountain rises almost precipitously, and makes it necessary for us to dismount. This is called the **Hag's Glen**, and here are two gloomy lakelets where the hag is said to bathe and wash her clothes. The guide will show one of her teeth, and point out her chair and her crutch—all fantastic rocks. But the path becomes steeper and more steep, and not all our guide's wit can prevent the feeling that our work is tough. After an hour and a half's scrambling, we reach the summit, crowned by a little cairn, the first stone of which was placed by the King, then Prince of Wales ; and having emulated



W. Lawrence,]

MACGILLYCUDDY'S REEKS.

[Dublin.

him in his mountain climbing, we imitate him now and add a stone to the monument.

The view is extremely grand, and quite repays the labour of ascent. We are above all the neighbouring mountains, and our gaze is uninterrupted. If the day be clear, we can see far into the counties of Limerick, Clare and Cork, and right out into the Atlantic Ocean. On one side is the estuary of the Kenmare Fiord; on the other the wide Bay of Dingle. We trace the Shannon from the great cliffs at Loop Head to Kilrush, to Tarbert, and to where its waters expand and reach towards Ennis, and even to Limerick. We make out the Galtee Mountains that border Tipperary, at least sixty miles to the eastward, and the mountains near Bandon to the south. Mizen Head and Bantry Bay appear to the south-east. We command mountains, hills, valleys, rivers, woods and seas, islands and inlets; until, in the distance, land and sky appear to meet, gray and indistinct, and the horizon is only clear where the sunbeams fall on the gleaming waves of the Atlantic. We discern several lakes, the most conspicuous of which is Lough Caragh, near Killorglin. The Killarney Lakes, excepting the eastern portion of the Lower Lake, are hidden by the intervening heights. On several of the surrounding mountains we see small tarns. The other reeks run in parallel ridges, intersected by wild glens and gorges. Rugged crags hem in valleys of almost inconceivable desolation. High over this savage wilderness the eagle builds her nest.

At such an elevation the atmosphere is considerably rarified; and the tourist may suffer some inconvenience. He will discover that slight exertion tires him. Nor is it wise to remain long, as the clouds often gather round the summits, enveloping the traveller in thick cold fog, and rendering his movements along the edge of precipices and over boggy moorland extremely dangerous.

These lofty and extensive mountains were long the secure fastnesses of the powerful sept of the MacGillycuddies. Castle Cor, near Churchtown, is the ruined residence of the earlier branch of the clan, whose lineal descendant still bears the title of "MacGillycuddy of the Reeks."

We have a choice of three routes by which to return to the town. If we have arranged for a boat to meet us at the head of the Upper Lake, we can descend the southern side of the reeks into the **Black Valley**, and so complete a

delightful round, which may be accomplished without much difficulty during a long summer day. But as we purpose sailing over the bosom of the lake on a future day, we adopt the course generally followed by tourists, and descend the mountain by the path by which we reached the summit. Then, following the course of the brawling *Gaddagh River*, we can examine the fantastic precipices known as the **Large** and the **Small Hag's Teeth**; and in this wilderness of rock give our guide an opportunity of telling "his honour" about the Hag herself, or the spirits, or the "Leprechauns," that, "beyond all manner of doubt," live in the inside of the rocks.

In this way the foot of the mountain is reached, and having duly rewarded the guides we again seat ourselves in the car, and desire the driver to take us home by **Churchtown**, in order that we may visit the grave of the great chief whose ancient territory we are in. We leave the castle of the O'Sullivan More (Dunloe) on the right, and get on to the Cahirciveen road at **Beaufort Bridge**. On the shore we see **Lake View**, at one time the residence of James O'Connell, brother of the great statesman. Then we pass the Catholic Church, near Aghadoe House. On our left are the **Aghadoe Ruins**, Saint Finian's ancient shrine, and the **Pulpit**—perhaps the Bishop's palace.

For those who are a little more active a third descent may be recommended. It is possible to cross by a long ridge, showing a wonderful view, from Carran Tual to Curraghmore. Here a good path leads down to **Cummeenduff Glen**—rarely visited—and from thence visitors can pass to the far end of the Gap of Dunloe by Gap Cottage, where they will have arranged that the ponies which they left at the Hag's Glen shall be waiting for them.

THIRD DAY.

Lower Lake—Ross Island and Castle—Innisfallen Island and Abbey—O'Sullivan's Cascade—Bay of Glenna.

The third day can be pleasantly spent on

The Lower Lake,

which is studded by some thirty islands of varying form and character, some luxuriant with foliage, others barren rocks scarcely large enough to be called islets. **O'Donoghue's Horse**, one of the most celebrated rocks, was blown down

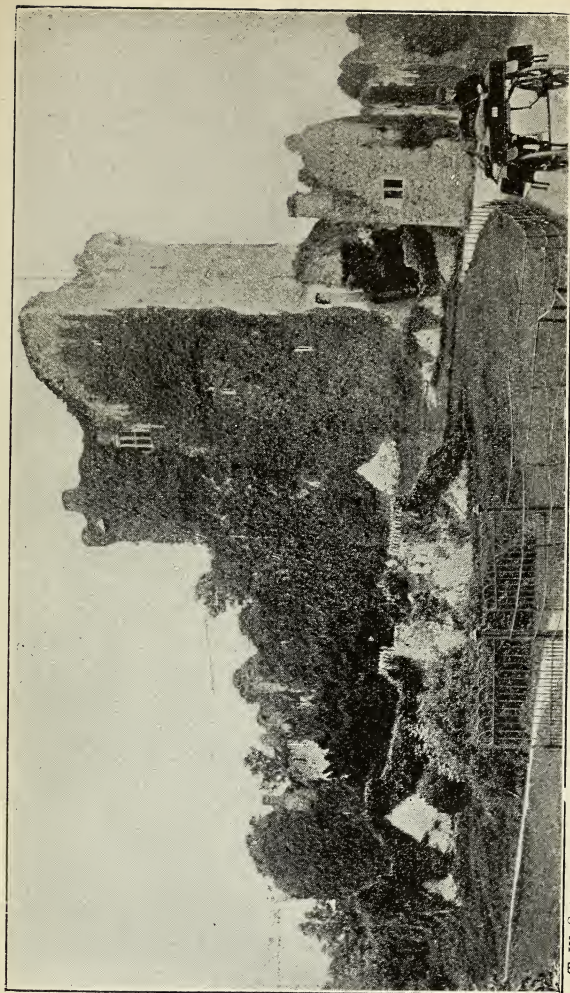
during a storm, and lies, like the rider, deeply buried in the waves ; but O'Donoghue's **Table, Prison, Pulpit** and **Library** yet survive. The chief of the islands are those of Ross, Innisfallen and Gleng, and a visit to these and to O'Sullivan's Cascade will fully occupy the day. The excursion may, however, if the desire of the tourist for change of scene be not satisfied, be lengthened by a delightful voyage among the lesser islands. Though its surroundings are not so grand as those of the mountain-girt Upper Lake, some tourists prefer the Lower Lake to the other two. The scenery is of a more tranquil and sylvan type. Most people, however, probably feel in the same state of mind as Thackeray, in the *Irish Sketch Book*, when replying to the question, "What is to be said about Torc Lake?" he says: "When there we agreed that it was more beautiful than the large lake, of which it is not one-fourth the size; then, when we came back, we said, 'No, the large lake is the most beautiful'; and so, at every point we stopped at, we determined that that particular spot was the prettiest in the whole lake. The fact is, and I don't care to own it, they are too handsome. As for a man coming from his desk in London or Dublin and seeing 'the whole lakes in a day,' he is an ass for his pains. A child doing a sum in addition might as well read the whole multiplication table and fancy he had it by heart."

The Lower Lake is more than five miles long by three wide; its proper name is *Lough Leane* ("the lake of learning"), probably derived from the fact that there were three religious establishments on its shores. We first visit—

Ross Island,

which is part of the Kenmare estate, and is laid out with walks and carriage-drives in the same tasteful and picturesque manner as the rest of the demesne. The island is beyond doubt of artificial formation, a moat having been cut through a morass in the isthmus which connected it with the land at a remote date—in all probability, as a protection to the castle the ruins of which form a prominent feature of the island. Its area is about 150 statute acres, and it is about a mile in length. The shore is worn into every variety of creek, promontory and bay, with deeply indented fantastic and curious rocks.

Leaving Killarney by carriage, a short drive along the



T. W. Shields,]

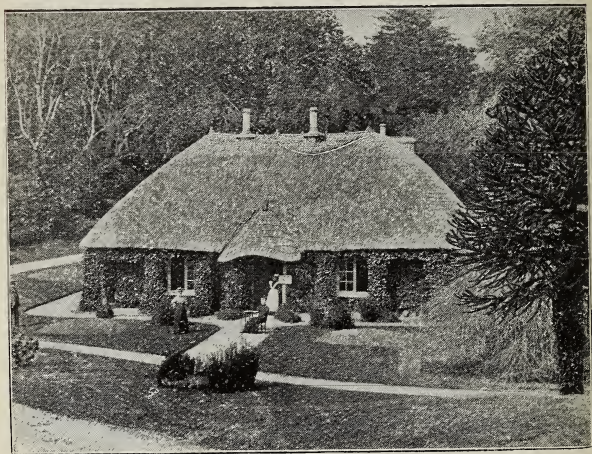
ROSS CASTLE.

[Dublin.

high-road and across the bridge thrown over the moat, conducts us to—

Ross Castle,

a noble ruin picturesquely clothed with ivy. It was the stronghold of the O'Donoghue, who exercised kingly jurisdiction in these parts, an example which possibly influenced the Desmond to be as good as his neighbours. In 1645 the rebellious Irish were masters of every fortress in Kerry, with the exception of Ballingarry; and the county was not



COTTAGE ON ROSS ISLAND.

finally reduced until 1652. Ross Castle was then defended by Lord Muskerry; and General Ludlow brought a force of 4,000 horse and foot against it. The great strength of the place and the difficulty of attacking it would probably have tested the endurance of the Parliamentary troops had not the garrison been intimidated by an ancient prophecy that the castle would be impregnable until it was surrounded by ships of war. With characteristic energy, Ludlow caused some boats to be dragged up from Castlemaine and launched on the lake. Their appearance, filled with soldiers and

munitions for the siege, so frightened the superstitious defenders that they at once surrendered. After the troubles that followed the struggle between James II and William III, a detachment of the successful army subdued the county and restored order.

The keep of the castle is nearly perfect ; it consists of a massive square tower, with a spiral stone staircase to the top. Originally, it was enclosed by an embattled curtain wall, having round flanking towers at each side. It is one of the most prominent ornaments to the lake, not less for its associations than for its intrinsic beauty as a ruin. The guide will point out a hundred places connected with the memory of the O'Donoghue, including the identical window where he leaped, charger and all, into the lake.

Ross Island is nearly in the middle of the lake, and stretches almost half across it. Close to the castle is the quay at which the tourist generally embarks, whether his object be to explore the beauties of Innisfallen or to row through the whole of the lakes.

A short row brings us to—

Innisfallen,

certainly the most charming of the isles on Lough Leane, and made famous the world over by Moore's beautiful lines :—

“Sweet Innisfallen, fare thee well,
May calm and sunshine long be thine,
How fair thou art, let others tell,
While but to feel how fair, be mine.

Sweet Innisfallen, long shall dwell
In memory's dream that sunny smile,
Which o'er thee on that evening fell
When first I saw thy fairy isle.”

If we could select a focus of beauty where all is beautiful we might certainly esteem this lovely island worthy of our homage as queen of the lakes. In addition to the graces of flowers, shrubs and forest-trees, it has peculiar attractions of hill, valley and meadow. The waters lie in glassy sleep, reflecting the overlooking mountains, and the sky glows with that intense blue which is to be seen nowhere in this country to such perfection as at Killarney.

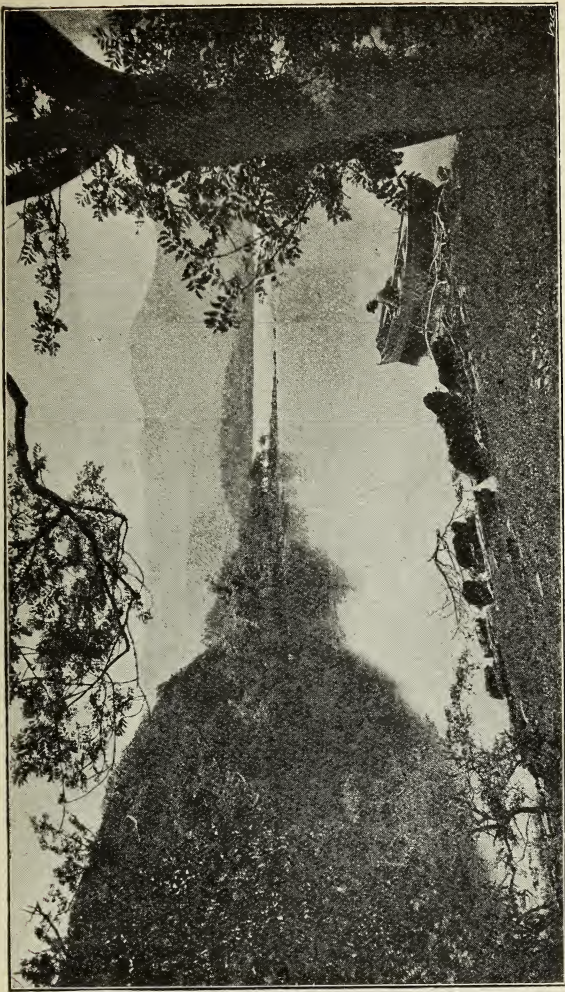
Some of the groves on Innisfallen are so luxuriant as to be almost impenetrable ; yet the arbutus, so general on the

other islands and on the mainland, is not to be found. But one hardly misses it, for ivy, holly, laurel and evergreen oaks abound. The holly tree is extraordinarily abundant, and its bright corals and the scarlet clusters of the mountain ash are fresh and delicate as the arbutus berry. The great holly, which the guide must find for the visitor, is thought to be the largest in Europe. Another curiosity which will tempt the tourist to explore the mazes of this leafy island is a tree, or rather a combination of four trees, united so closely as to appear growing from the same stem; they are ash, holly, hawthorn and ivy.

The island lies about half a mile from the shore, between Ross and Rabbit Islands; it is next in size to the former, and contains about twenty-one acres. In this small space groves of evergreens and forest-trees are disposed with such exquisite taste that walks in many directions lead through thickets of the densest foliage, by trees of enormous girth, over lawns and dells and hills; and often the view opens through a vestibule of arching trees, through which the mountains loom with a dreamy, indescribable outline. When approaching the island in a boat the density of the under-wood is such that it looks as if it were growing out of the lake.

The remains of **Innisfallen Abbey**, scattered all over the island, show that it was at one time very extensive. It was built in the year 600 by St. Finian Lobhar ("the Leper"), and inhabited by Canons Regular of the order of St. Augustine, who busied themselves in the compilation of the celebrated "*Annals of Innisfallen*," which, with those of Ulster Tigernach, form the real history of Ireland after the introduction of Christianity. The original manuscript is in the Bodleian Library, Oxford; it is on parchment, and contains fifty-seven quarto leaves. Several copies have been made. There is one in Dublin, in the library of Trinity College. In 1893 the Archæological Society of Ireland made a thorough examination of the ruins of the abbey. They discovered several old tombstones and the altar—which was restored to its proper place—beneath the beautiful east window. The stones of this window were found buried near the spot and the Society had it re-erected.

Having walked round the island, and visited all the spots worth seeing, not omitting the ruins of the **Oratory**, of older date than the monastery, we row across the lake to—



W. Lawrence,]

INNISFALLEN ISLAND.

[Dublin.

O'Sullivan's Cascade.

If a bugler be among the crew, he will not fail to play some of those tender native airs which heard anywhere are pleasing, but here, where the refrain is echoed back from Glenna and the Tomies Mountain, the effect is enchanting. "Isle of Beauty" or "Haste and leave this Sacred Isle" are sweet and suggestive melodies which will impress the ear and heart of the visitor, and he will not soon forget the weird loveliness of the long low, full tones which end each



T. Healy,]

[Killarney.

RUINS ON INNISFALLEN ISLAND.

bar of the tune, and which swell back with all the brilliancy of a full chorus.

Approaching the little quay, the mountains here are ever-changing and sublime in appearance, their bases appearing one mass of tangled verdure, brilliant with the fresh green of the arbutus. Ravines and watercourses furrow the slopes above the belt of forests, whilst higher still the naked rocks alternate with yellow whin and purple heather. The steep summit catches the passing cloud and holds it till the drift-

ing breeze unfurls it like the pennant on a warrior's spear.

On landing, we approach the cascade through a rich wood along a rugged path and hear the water long before we see it. On by a singing rivulet, far into the bosom of a dark glen, the narrow path leading through ferns and briar and wild-flowers of many a hue, and overshadowed with mossy rocks and foliage, we catch no glimpse of the waterfall until a sudden bend in the path reveals it to us in all its sublimity. Roaring with a deafening din, leaping from rock to rock, hissing and boiling in rock-worn abysses that look more dreadfully dark from the white contorted waters that thunder into them, the cataract is very beautiful. The entire height of the fall is about 70 feet. It is divided into three leaps. The first is over a ridge of rock, about 20 feet in perpendicular height; the water then rushes with great velocity and noise through a chasm between two huge rocks, and falls foaming over the next precipice into a wave-hollowed basin, whence, plunging down the last descent, it continues its tumultuous course to the placid lake. This cascade is considered by some the finest near Killarney. The stream which forms it descends from the Tomies Mountain.

The visitor will discover a romantic grotto beneath the projecting rock which overhangs the lowest fall. From this the view is finest. Some stone benches afford a welcome rest.

Before embarking, the tourist should find out a magnificent oak tree in the neighbourhood of the fall, known as the **Royal Oak**. It measures 14 feet in circumference, and probably is not less than 90 feet in height. We next direct our boat along the shore to—

Glena Bay.

The voyage takes us along the foot of **Tomies Mountain**, which rises precipitously to a height of 2,413 feet. We see many beautiful islands, in whose rifted rocks the ash and the oak have anchored their strong roots, and creeks and promontories where the arbutus displays its brilliant berries and wild roses are plentiful. Passing **Stag Island**, **Burnt Island**, **Minister's Back** and **Darbie's Garden**, we enter the lovely bay of Glena, "the glen of good fortune," and seek out the charming **Cottage** built by Lord Kenmare. Here we find every accommodation for luncheon. The cottage is another of the "Queen's Cottages," and in Queen Victoria's diary the in-

cident of her visit here is mentioned in terms of the liveliest recollection. The grounds of the cottage are tastefully laid out, and walks giving vistas of wonderful beauty radiate in many directions. The scenery is considered almost equal to that of Innisfallen, and certainly is unsurpassed by any shore



T. Healy,]

[Killarney.

O'SULLIVAN'S CASCADE.

view on the Lower Lake. The expanse of waters, stretching away to Castletough Bay, often glow in the declining sunbeams like burnished gold. On the right hand, the Torc Mountain as a background and the wooded peninsula of Muckross along the water's edge; on the left, the island of Ross, with its romantic castle; and, further off, the densely-

wooded Innisfallen—these, with the smaller islands in the foreground, combine to make one of the fairest pictures the visitor can find even at Killarney.

The tourist so disposed may from this point ascend the **Sheehy Mountain**, descending by **Celinigaun**. This district, and especially these woods, were once the haunts of the red deer; a few remain but are so shy that visitors rarely see them.

FOURTH DAY.

Aghadoe and Gap of Dunloe—Turnpike and Black Valley—Logan Stone—Upper Lake—Long Range—Eagles' Nest—Muckross or Middle Lake.

This excursion is one of the choicest imaginable. As the distance is considerable, and the places and objects of interest numerous, the tourist must start early; and, if the weather be propitious, he will cordially endorse the sentiment that Killarney is "a little Paradise." The first portion of the journey may be made by car; but the remainder, to the head of the Upper Lake, must be performed on the back of one of the sure-footed mountain ponies of the district, unless the tourist is robust enough to walk the whole distance. Before starting, arrangements are made for a boat to be in waiting at the head of the Upper Lake, so that we may return through the entire stretch of the lakes. This excursion is a favourite one with those who can only spare a single day for a visit to Killarney.

Driving along the road which skirts the northern shore of Lough Leane, and proceeding some mile and a quarter further west, we may turn off the main road to inspect the ruined shrines of—

Aghadoe,

the venerable relic of bygone ages, where the shrines of Paganism and Christianity stand side by side, vanquished and victor alike silent and forlorn.

The remains consist of a church, a round tower and a round castle. Only a part of the lower storey of the **Round Tower** remains; it is easy to ascend, the height of the fragment being only about 12 feet. It measures in outer circumference 52 feet; the thickness of its wall was $3\frac{1}{2}$ feet. The stones, laid in regular courses, are large and well dressed;

the masonry is much better than that of either the adjacent church or castle.

The **Castle**, called the "Bishop's Chair," as the round tower is called the "Pulpit," is about 30 feet in height; the walls are 7 feet thick, and contain a flight of stairs within. The castle stands within an earthen enclosure; and from this circumstance and its round configuration is thought to belong to the ninth century.

The **Cathedral** is about 80 feet long by 20 broad. It consists of nave and choir, divided by a wall, which was evidently once pierced by a door. The nave is believed to date from the seventh century; the choir from the thirteenth. Few and broken as the walls are, they are embellished with an architectural gem, a Romanesque doorway of exquisite beauty, in the western wall of the nave. The stone is different from that used in the remainder of the edifice. The walls are densely covered with ivy.

Again seating ourselves in the car, we drive westward, and, crossing the *Laune*, soon reach—

Dunloe Castle,

standing prominently on the summit of a small hill. It is a fine object in the landscape, and the views from it are extremely picturesque. Originally erected for the defence of the pass of the river and for guarding Dunloe Gap, the fortress withstood some severe struggles during the reigns of Henry and Elizabeth. In the civil war of 1641 General Ludlow besieged it; the garrison made a brave defence, and only surrendered when the greater part of the fortress had been laid in ruins. The castle has been adapted as a residence, but retains enough of its warlike character to show how capable of withstanding the brunt of combat it was in the brave days of old. The excursion to Dunloe Castle is frequently made by water, the row along the river *Laune* being particularly pleasing.

Continuing the ride for another half-mile, we reach the entrance to the celebrated—

Gap of Dunloe,

and turn aside to examine a **Cave**, brought to light in 1838. Of circular shape, it was constructed of uncemented stones inclining inwards; and on the larger stones of the roof were Ogham inscriptions, which tended to show that it was a Druidical temple or place of sepulture.



W. Lawrence,]

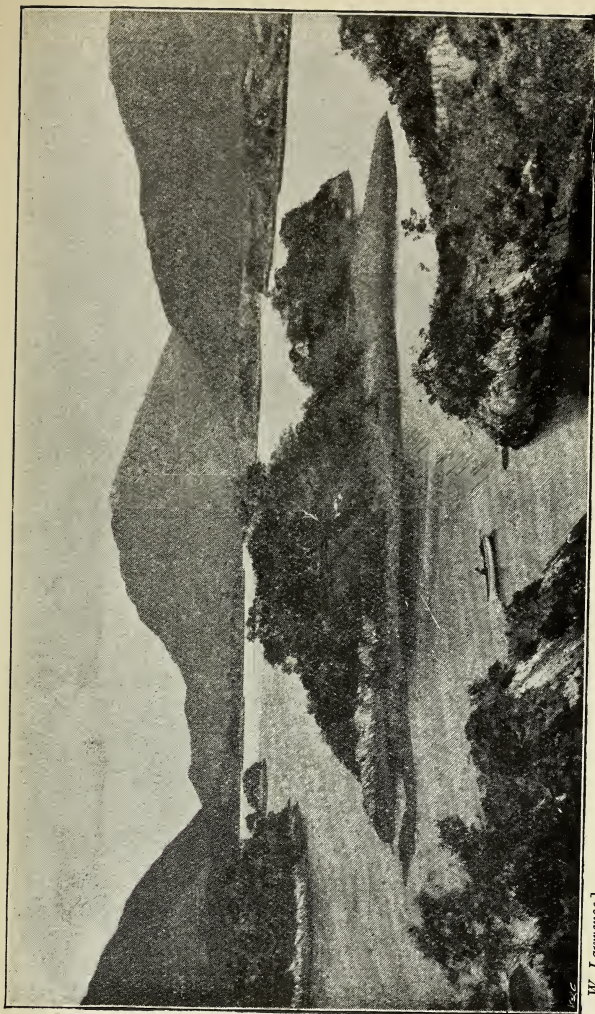
THE GAP OF DUNLOE.

[Dublin.

The Gap is a strangely wild gorge, separating the Tomies Mountain from the Macgillicuddy Reeks, and running almost due south for about four miles. The gates of this romantic valley are almost perpendicular rocks, which scarcely give room for the road. The hills on either side are spurs of the great mountains, called respectively the **Holly** and **Bull Mountains**. A small stream traverses the valley, expanding in places into gloomy lakes, called the **Cummeen Thomeen Lakes**, remarkable for the inky blackness of their waters. The farthest of them, **Black Lough**, exceeds the others in this respect and in coldness. While the other lakelets abound in fish, this has none; and Paddy assures us that this is due to the fact that the lake is the identical spot where St. Patrick drowned the last serpent.

Proceeding along the valley, the rocks rise on either side in wild confusion, apparently ready to topple over and crush the visitor. The narrow torrent is twice crossed by the road, the brawling waters intensifying the desolate but sublime character of the scene. As we advance, the outline of the mountains changes. Huge boulders appear above the path, and shattered fragments of rock strew the steep mountain slopes. The Purple Mountain, with all its chromatic beauties; the Tomies, with its glowing lights and intense shadows; and the Reeks, lifting their aspiring summits; then the black unruffled lakelets, as cold, still, and silent as death, combine to make a picture which has no equal in Killarney. It is a scene of utter solitude and desolation—a picture of the valley of the shadow of death. In a distance of about two miles, after leaving **Cushvalley Lough**, the road rises some 400 feet, the way being encumbered with rocks.

Close to Black Lough, where the valley narrows so as to leave scarcely room for the road and the stream, we come to some curious rocks, called the **Turnpike**. As cars cannot proceed farther, it is usual to have ponies waiting here. Sometimes a man will come forward, and, for sixpence a shot, or cheaper “if a quantity are taken,” fire a small cannon. The effect is wonderful. A thousand repetitions spring from the mountain, caverns and hollows; a perfect torrent of thunder rushes from the peaks and ravines and is hurled back by the precipices of the Purple Mountain. Again the assault of sound is made on the Reeks, and repulsed from the Purple Rocks; and this conflict of sound goes on between rock and rock, booming like a great piece of ordnance, until,



[Dublin.]

THE UPPER LAKE.

W. Lawrence,]

gradually lowering its intensity, it drops into silence, and leaves the sensation that it has not ceased but gone farther.

Before leaving the neighbourhood, we can visit the **Logan Stone**, or "balance rock," as the peasantry term it.

Those who walk can take a short cut over the rocks, saving the long *détour* made by the bridle-path on emerging from the Gap.

At the end of the Gap we reach the *Gearhameen*, or *Cummeenduff River*, a sullen stream issuing from **Lough-na-bric-**



W. Lawrence,]

[Dublin.

SERPENT LAKE, GAP OF DUNLOE.

dearg ("red trout lake"), a dreary little tarn, circled by overhanging rocks, at the further extremity of—

The Black Valley

(*Cummeenduff Glen*, or *Coom-a-Dhuw*). After a tumultuous course of about half-a-dozen miles, during which it widens into a few gloomy lakelets, the river falls into the head of the Upper Lake. A *détour* up the Black Valley is well worth the expenditure of time.

Regaining the road, we follow the course of the river, through what is still known as **Lord Brandon's Demesne**, though it has long since passed into other hands. *A toll of a shilling has to be paid.* The road conducts us to a small quay, where we find the boats are waiting and a welcome luncheon is spread upon the lawn. In fine weather, the rest for luncheon in this delightful spot is considered by many the best part of the day. Embarking and rowing down stream, we soon find ourselves on the bosom of—

The Upper Lake,

studded with elfin islands, and embraced by mountain-peaks, towering abrupt and dark to the sky, whilst their base is clothed with foliage. Who can fail to admire the tranquil surface of the waters that reflect all this magnificence, while we wind in and out through the shade, and enjoy the delight of gliding gently through the scene, viewing it under circumstances in which the mind can give all attention as the water seems to pass along like some winding panorama, and we ourselves to remain quiescent? Seemingly land-locked, we wonder where will be our exit, as each headland, rock and mountain comes into view.

MacCarthy More's Island is one of the first islands passed. It is luxurious with evergreens, amongst which Lebanon cedars thrive. Then comes **Ronayne's Island**, where may be had some of the finest views of the lake. **Eagle Island** is reputed to have been at one time frequented by birds of that description. **Oak** and **Juniper Islands** are so called from the woods that cover them. **Arbutus Island** is clad with that lovely shrub, growing here with marked luxuriance. **Colman's Eye** is the promontory which marks the extremity of the Lower Lake, and shows where the strait called the **Long Range** begins. Here there is a cluster of rocks of fantastic form, and the guide will help us to trace resemblances to a leg of mutton, a round of beef and many other things. Still winding through scenes of loveliness, we float down a placid stream, above whose wooded shores Torc Mountain rises bold and majestic. There is a richness in the foliage and a brightness in the light of these latitudes not elsewhere seen. Fresh aspects of beauty appear as we proceed—the luxury of woods and the sublimity of mountains repeating themselves, the clouds passing over the summits casting long shadows on the waters. We soon reach—

The Eagles' Nest,

a mountain justly celebrated for its echo. It has a height of 1,100 feet, and is conical in form. The base is covered with evergreens, and higher up the naked summit forms a tremendous precipice, in the crevices of which eagles used to build their nests. Here it is usual to land. The profusion and size of the ferns will attract the visitor's attention ; and he will doubtless be desirous of evoking the famous echo.



W. Lawrence,]

[Dublin.

THE OLD WEIR BRIDGE.

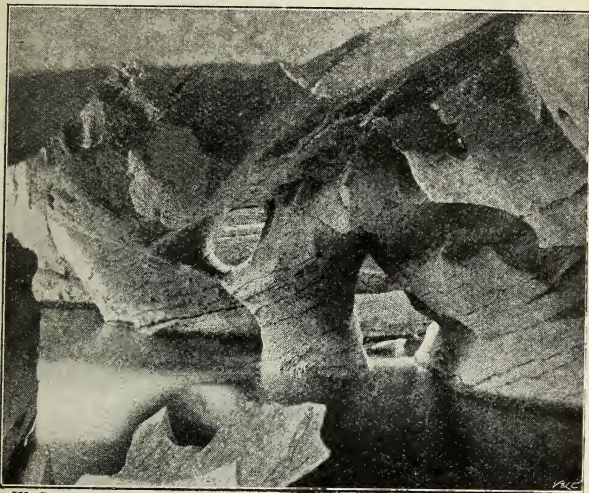
From his station the bugler sounds a single note. At once the echo responds ; and hill, glen and rock take up the cadence. Then the bugler rings out a rapid succession of notes, and instantly the mountains wail forth a flood of rich harmony,

“beautiful, but sadly sweet,
As when harp-strings and soft winds meet,
And breathe a low, unmeasured tone,
To mortal minstrelsy unknown.”

Again we glide along; but the current grows swift, and the noise of rushing waters is in our ears. Soon the—

Old Weir Bridge

is in sight. Our pilot grasps the helm with firmer hand; and the boatmen bend to their oars. Nearer we come to the arch, the waves splashing and gurgling. Now the boatmen give a stronger, firmer pull—another—the oars are



W. Lawrence,]

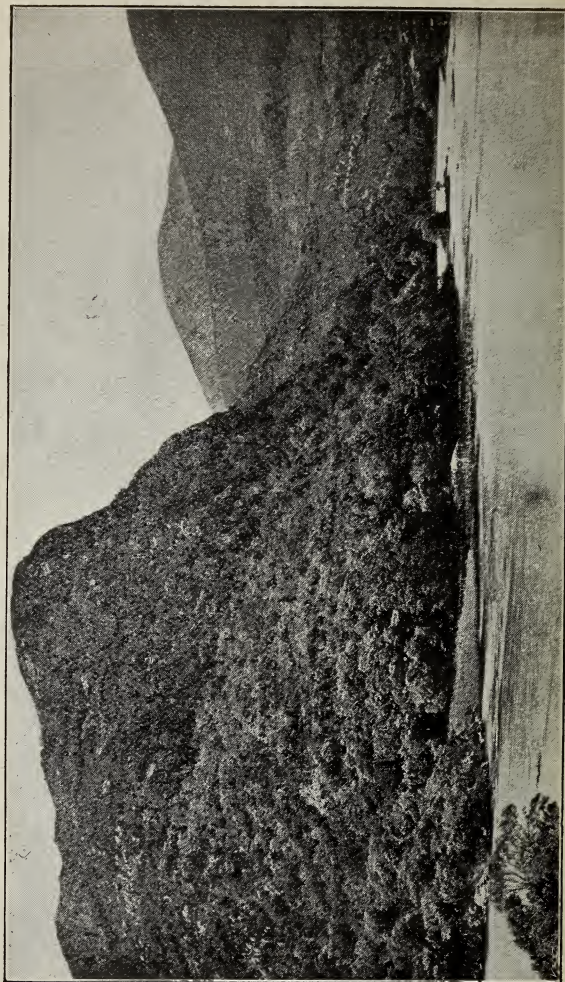
THE COLLEEN BAWN CAVES.

[Dublin.

shipped, and like an arrow from the bow we shoot the rapid. Scarcely have we recovered from the excitement ere we are again in tranquil waters, the bugler's mellow notes all but speaking the dulcet words—

“There is not in this wide world a valley so sweet
As the vale in whose bosom the bright waters meet.”

Old Weir Bridge serves to connect Dinish Island with the mainland; it consists of two arches, only one of which is navigable. The spot is called, with Irish perversity, the **Meeting of the Waters**, because here the waters part. The



W. Lawrence,]

THE EAGLES' NEST MOUNTAIN.

[Dublin.

western channel debouches on the Bay of Gléna ; the eastern, that which we take, flows into the Middle or Muckcross Lake. The tourist lands on the richly wooded—

Dinish Island,

to see **O'Sullivan's Punch Bowl**. Embowered in arbutus groves, a pretty rustic **Cottage** has been built for the accommodation of visitors. Here we can take tea, or saunter about and walk over to see **Brickeen Island** ; and further on, across another bridge, then entering Muckcross demesne, visit the lakelet of **Doolah** and the old copper mines. The name is properly *Dine-iske* (" the beginning of the waters "), but the boatmen know it as Dinish Island. Again we embark, this time on—

The Middle Lake,

also called *Torc Lake* and *Muckcross Lake*. It also has its wonderful echoes ; and there are creeks and caves along its shores which the tourist will view with much interest. The level of the water is 5 feet below that of the Upper Lake. There are but four islands in it, against thirty in the Lower Lake, and six in the Upper Lake. The curious and picturesque **Colleen Bawn Caves** will interest those familiar with Gerald Griffin's story, *The Colleen Bawn*, upon which Boucicault's famous play was based. Perhaps the visitor would do best to order his boat to coast the southern shore, where the rocks and headlands are wildest and highest, and the lake deepest.

Rowing up the lovely strait which separates Brickeen Island from the Muckcross demesne, and then entering Gléna Bay, we cross the Lower Lake, and land at the quay near Ross Castle, where conveyances wait to take us to our hotel.

Cyclists will thank us for adding a note to the effect that it is quite possible to " do " the Gap by cycle, the only drawback being the elimination of the boating excursion through the Long Range. Cyclists, however, have the advantage of seeing the Gap in both directions, an advantage far greater than would appear at first sight. In fact, all tourists who can spare the day are recommended to see the Purple Mountain and Carran Tual in the other direction, especially in the afternoon, when the blackness of the Gap is in strong relief against the sunshine on the mountain-top.

FIFTH DAY.

Glenflesk—Labig Owen and Druidical Remains at Lissivigeen
 —Kenmare Demesne—Lord Kenmare's West Park and
 Demesne—Ross Island and the Deer Park.



W. Lawrence,]

[Dublin.

KILLARNEY HOUSE
 (The seat of the Earl of Kenmare).

The morning can be devoted to a run along Glenflesk ; the afternoon to wandering about the demesne of Lord Kenmare, and, if time permit, taking another peep at Ross Castle before bidding adieu to Killarney and its beautiful scenery.

Glenflesk

should be visited by every tourist ; it lies to the south-east of the town. The most beautiful spots may easily be reached from the railway station at Headford, eight miles from Killarney ; but it is best to drive through the glen on an outside car, as in that way its features can be seen at leisure. The glen is a richly-wooded valley through which the *Flesk* carries the surplus waters of Lough Guittane into the Lower Lake. Immense rocks project from either side of the glen, and the little stream leaps impetuously in a series of cascades over the barriers which obstruct its path. **Filadown**, the most picturesque part, was long the retreat of a celebrated outlaw, Owen MacCarthy ; his den, the **Labig Owen**, is a small cavern about half-way up the **Demon's Cliff**. Near the upper entrance to the glen, on a commanding site, stand the ruins of **Killaha Castle**, formerly the stronghold of the O'Donoghues of the glens ; hard by are the remains of the old church. The **Druids' Circles** at Lissivigeen should be inspected ; and we can also visit **Flesk Castle**, which stands on a picturesque, wooded knoll round the base of which the river sweeps in eddying currents. An extensive panoramic view of the Middle and Lower Lakes may be enjoyed from the castle terrace. The road home leads us past—

Lough Guittane,

or Kittane, a retired and spacious lake lying under the shadows of **Stpooma**, a mountain 2,280 feet high. Both the lake and the river which flows from it afford the angler good sport ; the trout are more abundant and better flavoured than those caught in the other lakes. Surrounded by barren hills, gloomy glens and weird rocks, Guittane would anywhere, save in the vicinity of such superb contrast as the waters of Torc and Leane provide, be considered a remarkable lake.

We set out in the afternoon to visit—

Kenmare Demesne,

which, with its charming pleasure gardens and lovely sylvan glades, Lord Kenmare has, with great liberality, thrown open to the public. A magnificent mansion was built in 1880 on an eminence a little to the north of the old one. It is a red-brick Tudor structure, forming a conspicuous and pleasing

object from all parts of Lough Leane. The demesne has recently been considerably enlarged by the addition of the **West Park**, extending for a considerable distance along the northern shore of the lake. There are, in all parts of the grounds, exquisite walks, with occasional flower-beds and groves of rare shrubs and forest-trees, so disposed as to give now and again choice prospects of the glancing lake and towering mountains. The **Deer Park** should not be forgotten by the visitor. Here all is wild and natural, and ferns and flowers abound in its dells and glens. Here is a Druids' altar, called by the natives **Clough-na-Cuddy** ("Cuddy's stone"), after, perhaps, the great chief of the Reeks, who the guide will assure you cast it all the way here from Carran Tual.

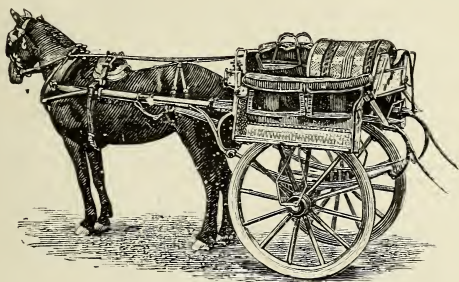
Keeping to the left, the visitor reaches a gate leading to **Ross Castle**. From the battlement and windows a comprehensive view of the picturesque domain we have just left may be obtained, the mansion appearing to very great advantage.

THE SIXTH DAY.

The sixth day may be pleasantly occupied in many ways. We may re-visit one or more of the scenes to which we have already made excursions, but to which our haste has caused us to pay too little attention. We may enjoy another row on the Lower Lake or a walk through Lord Kenmare's demesne; or may make our way to the shops at which articles manufactured from bog-oak and the wood of the arbutus are sold, in order to carry away souvenirs of our visit to Killarney. Nor should we omit to devote an hour to an inspection of the Cathedral. Or we may proceed by rail to Cahirciveen and visit the island of Valentia. The majority of tourists, however, combine this trip with the popular tour round the Kerry Coast.

An excellent alternative can be proposed for those who are fairly active. Take the Gap road as far as Kate Kearney's, where an excellent path turns up the mountain-side to the left. This path is quite safe for the average pedestrian, and offers one of the finest walks in Ireland. On the ridge-top it degenerates a little, until it is little better than a sheep-

path, but it is always clearly defined. By and bye, the Black Lake appears below on the left, and Cushvally follows. Here the path begins to grow more definite and to descend gently from the Purple Mountain to the road at the turnpike, where the coach will be waiting the pedestrian. Possibly this unconventional tramp will give the tourist the best idea of the Gap of Dunloe.



AN OUTSIDE CAR.

CYCLING AND MOTORING ROUTES.

NO place else can charm the eye of the tourist who loves nature like "Beauty's Home, Killarney"; and this picturesque locality has an additional charm for the wheelman by reason of the fact that the roads, generally speaking, are very suitable for cycling. There are several establishments in the town at which cycles can be hired. The cyclist or motorist visiting Killarney usually starts from either Dublin or Cork. The shortest route from Dublin would be:—

Dublin to Killarney (ROUTE I.).

	Miles.		Miles.
Inchcore	3½	Thurles	87
Rathcoale	10	Holycross	91
Kill	16	Dundrum	100
Naas	20	Tipperary	108
Newbridge	27	Knocklong	120
Kildare	32	Kilmallock	128
Monasterevan	39	Charleville	134
Maryborough	51	Freemount	145
Abbeyleix	61	Newmarket	152
Durrow	67	Boherboy	158
Johnston	76	Killarney	178½

This is the shortest route, and good as regards roads, but possesses no other advantages.

Dublin to Killarney (ROUTE II.).

The best route, however, would be:—

Dublin <i>viâ</i> Naas	20	Clonmel	103
Old Kilcullen	29	Clogheen	118
Athy	42	Fermoy	137
Ballylinan	45	Ballyhooly	142
Castlecomer	59	Mallow	154
Kilkenny	72	Millstreet	173
Callan	82	Killarney	195
Glenbower	93		

Dublin to Cork.

The cyclist by Route II may, if he so desires, turn off at Fermoy and travel on to Cork. The route then would be :—

	Miles.		Miles.
Fermoy to Rathcormac	142	Cork	159
Watergrass Hill	155		

Cork to Killarney.

The best routes from Cork to Killarney are :—

Carrigrohane	4	Ballyvourney	35
Coachford	16	Killarney	56
Macroom	25		

Or leaving Macroom (25 miles from Cork), the road through Toonesbridge, Inchigeela, the Pass of Keimaneigh (47 miles from Cork), and on to Glengariff (60) may be taken. Kenmare (78), Killarney (99). This road has many steep descents and dangerous turns.

The distances given in each case are, of course, the total distance from the starting-point mentioned.

Killarney District.

Having arrived in Killarney, the cyclist can depend upon good roads. The only thing necessary is to keep watch for sharp turns and steep descents.

A much admired **Circular Tour** from Killarney is :—

Killarney to Windy Gap	16	Cahirciveen	72
Kenmare	21	Glenbeigh	91
Parknasilla	35	Caragh Lake	95
Sneem	38	Killorglin	99
Caherdaniel	51	Killarney	112
Waterville	*60		

Or an alternative route may be taken :—

Killarney to Beaufort	5	Sneem	60
Bealalaw Bridge	19	Kenmare	77
Waterville	37	Killarney	99
Caherdaniel	47		

If it is desired to make Killarney the resting-place each night the following tours could be taken :—

ROUTE I.

Killarney to Gap of Dunloe	10	Windy Gap	30
Ownreagh Glen	18	Killarney	36

Care should be taken to keep on the proper road through the Glen, as there are many crossings.

* A visit to the Island of Valentia from Cahirciveen is worth while. There is a good road through the Island.

ROUTE II.

	Miles.		Miles.
Killarney to Torc Water-fall	3	Enter Demesne to Dinis . .	10
Return to Muckcross Hotel.	4	On to Kenmare Road and home to Killarney . .	17½

The road through Muckcross Demesne is in some places dangerous owing to its steep and winding character.

ROUTE III.

Killarney to Ross Castle	1½	Back through Ross Island and Demesne to Mahony's Point	9½
Through Demesne to Library Point	2½	Killarney	12½

This road is perfectly safe and good, except two descents in Ross Island.

ROUTE IV.

Killarney through Deer Park	2½	and turn to the right to Aghadoe	5½
On leaving park near race-course, pass burial ground		On to Beniska Cross and home to Killarney . .	8½

There is a dangerous hill in Deer Park, and also another leading to Beniska Cross.

ROUTE V.

Killarney to Beaufort	6	Glencar Hotel	29
Lough Acoose	17	Gerah Cross	40
Glencar	19	Windy Gap	48
Caragh Lake	27	Killarney	64

The entire road after leaving Beaufort on to Killarney requires care, as there are some sharp turns and steep descents.

ROUTE VI.

Killarney to Kilbrean Wood	3½	Gneeveguilla	12
Lacka Lake	4	Headford	15
Boghaghnamina (the moving bog)	10	Killarney	21

This road is good, but care should be taken, owing to its unprotected condition at the sides from Lacka Lake to Headford.

ROUTE VII.

Killarney to Killeggy	2	Or from the Robbers' Den through Glenflesk to Minish	13
Lough Guittane	6	Killarney	17
Robbers' Den	9		
Headford	12		
Killarney	18		

ROUTE VIII.

	Miles.		Miles.
Killarney to Killeggy	2	Kilgarvan	16
Lough Guittane	6	Kenmare	22
Loo Bridge	10	Killarney	43

The road to Kenmare is good, but the road from Kenmare to Killarney is steep and winding.

ROUTE IX.

Killarney to Brennan's Glen	7	Scartaglin through Gneeve-
Farranfore	10	guilla, Boghaghnamina,
Castle Island	15	and back to Killarney

The road is fairly good, and the hills are not dangerous, except the hill at Spa and Park, about three miles from Killarney.

ROUTE X.

Killarney to Killorglin	10	Farranfore	20
Milltown	13	Ballyhar	23
Castlemaine	16	Killarney	29

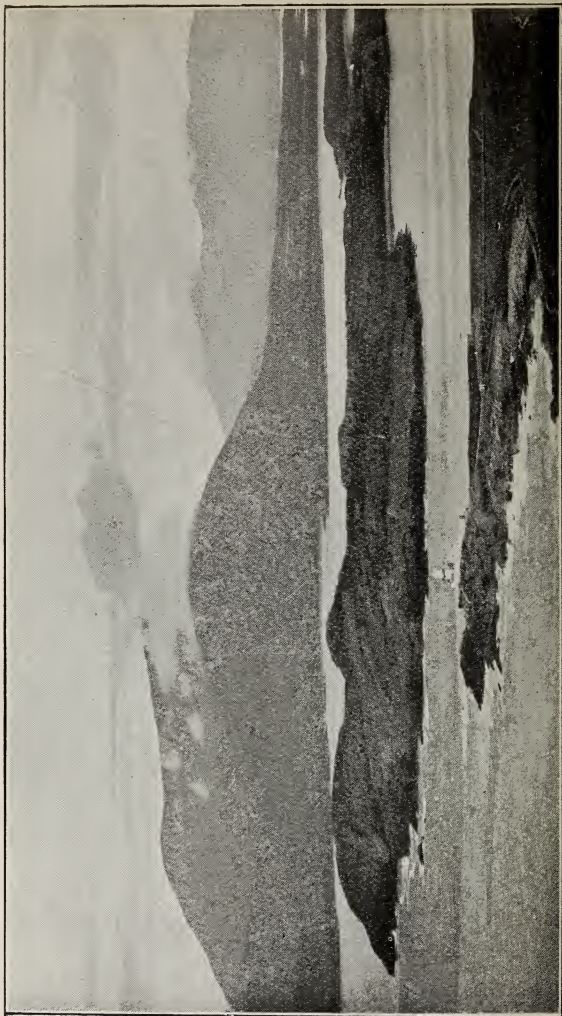
This road is also good, but care should be taken of a few steep hills.

ROUTE XI.

Killarney to Flesk Cross	1	Bridge	3½
Mills	2	Killarney	5
Flesk Castle	3		

The road is very good, but the descent on the portion between Flesk Castle and Bridge is dangerous.

The *Cycling Club* in Killarney contains members who are ever ready to assist visiting cyclists in relation to most of the short journeys.



W. Lawrence,]

AT VALENTIA.

[Dublin.

ROUND THE COAST OF KERRY.

Killarney to Valentia Harbour by Rail—Cross to Valentia Island by Ferry—Cahirciveen to Kenmare by Coach—Kenmare to Killarney by Rail or Coach.

THIS circular tour, by rail and coach, round the southern promontory of county Kerry, can be accomplished in two days, Parknasilla being the stopping-place for the night, but three or four days, or even a week, would by no means exhaust the beauties of the district. The excellent chain of hotels belonging to the Great Southern and Western Railway Company and others add considerably to the amenities of the trip.

When about ten miles from Killarney, we change carriages at **Farranfore Junction**.

Killorglin, at the mouth of the *Laune*, is twenty-four miles by rail, and thirteen by road from Killarney.

A good road leads south-westward to **Glencar** (11 miles), which is, however, more often visited from Caragh Lake. Another road runs right through the heart of the promontory to **Waterville** (28 miles).

For twenty-six miles now our journey is chiefly along the southern shore of the beautiful—

Dingle Bay,

with, on the opposite side, a background of lofty hills, terminated in the far distance by the **Brandon Mountain** (3,127 feet). **Dunmore Head**, the bluff extremity of the northern peninsula, is the most westerly land in Ireland—nearer America than any point of the European shores. It is surrounded by a number of rocky isles, the largest of which, the **Great Blasket**, presents some lofty and steep cliffs to the sea. These features of the northern coast of the bay will attract attention successively as we make our way westward; Brandon is much in evidence as we leave Killorglin and at other points on the journey. To the south are the peaks of

the high mountains which hem in Killarney, in ever-changing and interesting combinations. About five miles from Killorglin we stop at the station for—

Caragh Lake

[Hotel: *Great Southern*],

a beautiful sheet of water about six miles long and in places a mile broad. Near the station is a fine hotel, under the control of the Great Southern and Western Railway Company, the white castellated tower of which, on the wooded shore of the lake, attracts attention from the railway. The pretty river *Caragh*, five miles long, connecting the lough with the sea, is famous for salmon and trout. Indeed, all the streams hereabouts are fishful. A salmon and trout hatchery has been constructed in the hotel grounds. Good rough shooting—grouse, woodcock, duck, etc.—can be had in plenty on the neighbouring moors and mountains. There are golf links at Dooks, close by. Even Killarney cannot show anything more beautiful than Caragh Lake, and it has the advantage of being to a great extent virgin touring ground. Some delightful trips can be had on the lake by means of the hotel boats. A good short trip is to car or walk to *Blackstones Bridge*, at the south end of the lake, and boat back. Or one can continue southward from Blackstones by the riverside track for another two miles or so to **Glencar**, where there is a good hotel, much frequented by sportsmen. The surroundings of Glencar are in every way delightful, and the district well deserves its growing popularity.

“Here,” it has been well said, “one may easily imagine himself transferred to a lovely Swiss valley on a reduced scale. The high ground where the hotel stands is nearly the centre of a great circle, seven or eight miles in diameter, hemmed in by mountains of varying height, and apparently cut off from the outer world save by the small pass by which we entered. About two and a half hours’ stay is allowed here, and the cars take us to the boat at Blackstones Bridge, at the head of Lake Caragh. Instead of driving, the visitor may walk by the river along the fisherman’s path, passing several rapids and large salmon pools, and through groves of birch trees. The surroundings of Lickeen House, at the end of the lake, rival the picturesque part of the Trossachs, but on a much smaller scale—the same abundance of moss-covered birch trees, quiet sylvan retreats, and glistening water everywhere meets the eye. Rowing down the lake, on the way to Caragh railway station, some very fine cliffs and headlands are passed, extending all along the lake on the east side, and the scenery is very varied and beautiful as we approach the end of our journey.



W. Lawrence,]

[Dublin.

MOOR AND MOUNTAIN, GLENCAR.



W. Lawrence,]

[Dublin.

BALLAGHBEAMA PASS.

“Cloon Lake, Upper and Lower, is a good fishing resort. The upper end is encircled by high, storm-riven cliffs of solid stone; and on the bosom of the lower lake rests a small green island, covered with rocks, heather, and low trees. In this solitude the heron and the wood-pigeon build their nests side by side; and on the approach of man, the wild goat and the marten cat have been seen swimming away to the mainland.”

Another noteworthy sheet of water in the neighbourhood of Glencar is **Acoose Lake**, near to which the high-road to Killorglin passes. The mountaineer may humour his weakness from Caragh or Glencar as much as he pleases, amongst the peaks “available” being **Carran Tual** (3,414), more often ascended from Killarney (*see* p. 96), and, for the less ambitious, **Gortnagloran** (nearly 1,000 feet high) on the east side of the lake. A series of driving and boating excursions has been arranged from the Southern Hotel, Caragh Lake, at fixed prices. The drive along the road to Waterville should be taken at least as far as the Swiss-like **Ballaghasheen Pass**. Another fine drive is by the road southward through the **Ballaghbeama Pass** to Blackwater Bridge and Parknasilla (22 miles). Yet another drive, a circular one, is round the east side of Lough Caragh to Blackstones Bridge, then through *Windy Gap*, with its fine frontward view, to Glenbeigh.

Glenbeigh

[Hotel: *Headley Arms*]

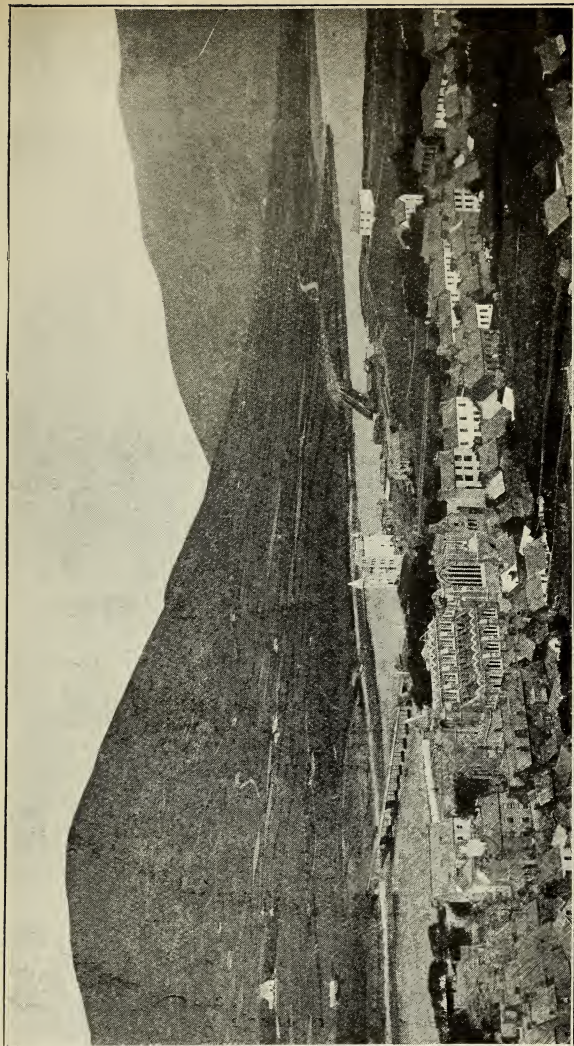
is a promising little watering-place, with a good hotel, golf links, and a fine strand for bathing. Glenbeigh takes its name from its situation at the mouth of the river *Beigh*, which rises some five miles south-westward in the stern crag-surrounded loughs known as Coomasharn, Coomaglaslaw, and Coomnacronia. *Coomasharn* is certainly worth a visit, on account of the great precipices which overhang it. At Glenbeigh a rug and carpet industry has recently been started.

Leaving Glenbeigh, the line ascends and comes quite close to the coast, and we have superb views on the right of Dingle Bay and its background of lofty mountains. We continue to ascend, and at **Mountain Stage** (so named from its having been the stage-house in the not very remote days of cars and coaches) we are on a piece of genuine mountain railway, more than 400 feet above the sea. The line presently turns inland to **Kells** (a small hamlet merely, and not to be confused with the several other *Kells* in Ireland). A long descent brings us to—

[Dublin.]

CAHIRCIVEEN.

W. Lawrence,]



Cahirciveen.

Hotels.—*Leslie's Railway, Royal, Webb's, etc.*

Here tourists who are proceeding round the promontory to Parknasilla, etc., change for the coaches, lunching usually at Leslie's Railway Hotel. The line, however, goes on some three miles further to Valentia Harbour, the most westerly railway station in Europe, whence those who are making Valentia Island their headquarters for a time ferry across (*see* p. 135).

Cahirciveen is interesting as the most westerly town in the British Isles, and also from its connection with Daniel O'Connell, the "Liberator," who spent his childhood at Carhan House close by, now in ruins. The town is built at the base of the **Bentee** (1,245 feet), and consists mainly of a long street bordering the main road. The only public building of note is the O'Connell Memorial Church. The white building in Scotch Baronial style, which shows up so prominently as the train crosses the estuary, is the Police Barracks. From near this spot a body of insurgents marched towards Killarney during the Fenian rising of 1867.

Cahirciveen, though unimportant in itself, makes a good centre for sportsmen, and even the ordinary tourist will find plenty to occupy him in the numerous walks and drives through the little known scenery of this rugged western promontory. He can make his headquarters either here or at Valentia Island. Among the interesting spots in the neighbourhood are the ruins of **Ballycarberry Castle**, one of the seats of the McCarthy-More, of which the O'Connells were the hereditary constables. It is near **Doulus Head**, a promontory to the north-west, separated from the town by the mouth of the river. Near the castle is an ancient circular fort, similar to *Staigue Fort* (*see* p. 142), but not so perfect. The interior of one of the caves beneath Doulus Head is very lofty, and bears some resemblance to that of a cathedral. On **Church Island**, in Valentia Harbour, are the remains of an early monastery, an oratory, and some beehive cells.

A mile and a half north-east of Cahirciveen are the few remains of **Carhan House**, the old mansion of the O'Connell family, said to have been the birthplace of the famous statesman.

Within easy distance of the town are **Coununa** and **Counorowm**, two pretty inlets of Dingle Bay, with small fishing harbours.

Valentia Island.

Hotel.—*Royal*, Knightstown.

Approach.—Rail to Valentia Harbour, thence Ferry (6d. each way) to Knightstown, the principal village on the island.

The island is separated from the mainland by a strait about half a mile wide, and is about six miles in length. It belongs to the Knight of Kerry. Most of the inhabitants (about 2,000) live by the fisheries.

Formerly, owing to the lack of accommodation, visitors were not numerous, but the opening of the excellent **Royal Hotel** (under the same management as the Bay View at Waterville) has rendered possible an enjoyable sojourn in this little known and unconventional holiday resort. Bathing, boating, and first-rate sea-fishing can be had, and the cliff scenery is magnificent. As might be expected from its westerly situation, the winter climate of the island is exceptionally mild. Cars can be hired at the Hotel at fixed rates for the fine drive round the island, and for visits to various places of interest. The proprietor of the hotel can secure passes for the grounds of Glenleam and the Cable Station (p. 137).

The shores are indented with bays and cliffs, and guarded by isolated rocks, against which the waves of the Atlantic surge with uncontrolled fury. **Bray Head**, the most westerly point, rises precipitously 792 feet above the sea, and from its lofty crest we have a glorious view. Eight miles to the south, the Skelligs loom like pyramids above the boundless ocean, and all the islands in sight have an extraordinary and abrupt outline—stern, yet picturesque. Northward we see Sleah Head and the Dingle Mountains, the Great Blasket, and many lesser islands elevated over the surging waves; some that look like batteries and castles, others that appear like Gothic houses. Inland, we behold the many-tinted inclines of the Iveragh Mountains, with their wild, serrated ridges; and seaward, we gaze upon the mighty Atlantic, spreading into a vast horizon that seems a wall of water.

The visitor should not leave without inspecting the lighthouse and the monument to the memory of the late Knight of Kerry, both of them built on wild and romantic elevations. The lighthouse stands at *Cromwell's Fort*, as the headland is named, a reminiscence of the fact that Noll erected forts at each end of the island, as well to safeguard the coast as to prevent the captains of hostile privateers from using the

island and its harbour for the purposes of concealment. In later years, the notorious American Commander Paul Jones often availed himself of the protection afforded by the harbours and creeks hereabouts. At **Glenleam**, the seat of the Knight of Kerry, are some gigantic fuchsias, one said to be the largest in the world. The climate is so mild that the



THE ATLANTIC CABLE, COMING ASHORE AT VALENTIA.

myrtle, arbutus, and several other tropical exotics flourish. It is best to keep the lower road, round by the coast (about fifteen miles in circuit), as the interior of the island is comparatively uninteresting.

Tourists staying at the hotel should take advantage of the special facilities provided for an inspection of the *Anglo-*

American Telegraph Co.'s Cable Station. Others should furnish themselves beforehand with an order from the Secretary, at 26, Old Broad Street, London, E.C.

It will be remembered that the first **Atlantic Cable** began to be laid on August 5, 1857, but six days later it snapped, after three hundred miles had been paid out. A second attempt failed through a violent storm, June 20, 1858. Success awaited the third attempt, and on August 5 the first messages passed between Queen Victoria and the President of the United States. On September 4 this cable also failed, after 271 messages had been transmitted, and it was not until 1865 that another was undertaken. That was cut in mid-ocean, but another was successfully laid in July, 1866, and the one of the previous year raised and finished.

A Trip to the Skelligs.

One of the most interesting excursions the tourist can make, if the weather favours, is along the iron-bound coast of Kerry, keeping as close under the land as safety will permit. Apply to proprietor of Royal Hotel for particulars of trips by steam launch. The voyager beholds a panorama of indescribable magnificence. It is at the outer points and headlands that the grandest features of Kerry scenery are found, and these are missed by the tourist who visits them only by land. Leaving Cahirciveen, Knightstown, or Portmagee, as the case may be, we are carried through the somewhat tortuous navigation of the channel inside the island of Valentia, crossing Foilhomurrun Bay. Our exit to the ocean is under the massive and lofty cliffs of Portmagee; and then we thread our way through the Hog Islands—Puffin, the Lemon Rock, the two Skelligs, Molans, and many others, remarkable for their stern wildness. Some of the largest are wildernesses of bog and rock, green with mosses, ferns, lichens, and low-growing plants that require constant moisture for their support; but without a tree or shrub of any kind. The Calf is the most southern of three remarkable rocks at the end of the great peninsula stretching between Bantry Bay and Kenmare. Two others are known as the Bull and Cow from their supposed resemblance to those animals.

The Skelligs

are the best known of the islands hereabouts. With the Lemon Island they form a group of lofty and widely de-

tached rocks, the largest of which—the **Great Skellig**—is about nine miles from Bolus Head, the southern cape of county Kerry, and some twelve to the south-west of Bray Head. They are the favourite haunt of sea-birds, notably gannets; at times, indeed, they are nearly covered with them. The larger island is an enormous mass of slaty rock, divided, at the height of about fifty yards, into two pyramidal summits, the higher of which reaches an altitude of some 700 feet; the other is 100 feet lower. In early times there was a monastery here, the ruins of which may still be seen; but the island was devastated by the Danes in 812, and the monks were starved in their cells. Until recently, the island was a place of penance, and was annually visited by great numbers of devotees, who climbed the highest summits, stopping at various stations and performing orisons at each. Two lighthouses were erected on the island in 1826 and are connected by a road along the face of the cliff.

Cahirciveen to Parknasilla.

Outline of Route.—The drive from Cahirciveen to Parknasilla and Kenmare is “worked” by a line of well-horsed four-in-hand coaches. **Cahirciveen** is usually left about 1.30, after luncheon, and the coach arrives at **Waterville** about 3.0. Those who desire can remain here and resume the journey when it suits them. (Tickets are available for two calendar months.) Others go on to **Parknasilla**, which is reached about 7.0. Here a halt is called for the night, and at 10 a.m. the coach goes on to **Kenmare**, arriving about 12.0, in ample time to catch the connecting coach to either **Killarney** or **Glen-gariff**. The hotels at Cahirciveen, Waterville, Parknasilla and Kenmare are all that could be desired.

The coach-drive along the western and southern coasts of county Kerry is extremely pleasant. At first the road runs inland, not far from the foot of the lofty hills which hem in the outlook on the left; and for some half-dozen miles it possesses few features of interest. At a distance of seven miles, we again reach the sea, and cross the *Inny*, a considerable stream which drains a large district to the east and falls into Ballinskelligs Bay. The road is carried over the river near its mouth; and another mile or more brings us to Waterville, which stands on a narrow isthmus between Ballinskelligs Bay and Lough Currane, the second largest lake in county Kerry.

Waterville.

Hotels.—*Bay View, Butler's Arms, Great Southern, etc.*

Hire of Boats.—Boat and one man, 1s. hour, 5s. day. Two men, 2s. hour, 10s. day.

The village, which bids fair shortly to become a town, is largely resorted to by anglers, who find good sport in the lough and in the many streams and lakes in the neighbourhood. Fishing is, for the most part, free; salmon and brown and white trout are plentiful. The first object to arrest attention on entering the place (close to the Bay View Hotel) is a handsome stone fountain erected to the memory of James Butler. Here is the junction with another road which comes directly through the mountains from Killarney, thirty-seven miles distant to the north-east, passing attractive Glencar on the way (*see* p. 130). The village is a tempting place of sojourn, commanding magnificent views of the Atlantic on the one hand, and of the mountains on the other; and it is within three minutes' walk of Lough Currane. There is excellent sea bathing, the sands being level for a considerable distance from the shore, and one of the prettiest golf courses in Ireland. The salmon hatchery is also worth a visit. Here, also, the *Commercial Cable Company* land two of their cables—the latest completed in 1894; and their station, with the houses of the officials, is quite a feature of the village. The instrument rooms and so forth may be inspected on application. Two other cables connect France, near Havre; and England, near Weston-super-Mare, with this point. Moreover, at Ballinskelligs, across the bay, directly opposite Waterville, the station of the *United States Cable Company* may be seen. The village is clustered on the banks of the little river, a few hundred yards in length, which carries into the bay the surplus water of—

Lough Currane,

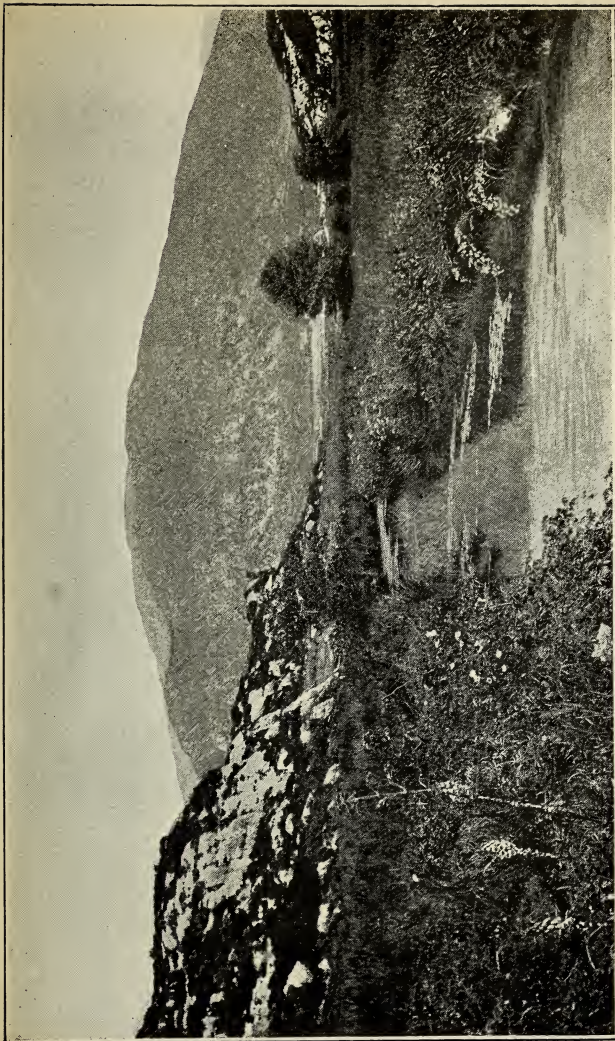
about eight miles in circumference, and second only in point of size in Kerry to the Lower Lake at Killarney. Its surface is broken by numerous islets, on the largest of which, **Church Island**, are the ruins of a beehive oratory, built by St. Finian Cam, a holy man of the sixth century. The lake is fed by the river *Cummaragh*, which conveys into it the overflow of Loughs Derriana and Cloonaghlin and of other mountain

tarns, and by a smaller stream, connecting Lough Coppal or Isknagahiny with it. All these lakes can and should be visited from Waterville. The streams and lakes in the district abound in trout, and salmon may be taken in Lough Currane.

Leaving Waterville, and crossing the bridge at its southern end, we enter on the most interesting section of the drive. Our road at first winds upwards, till at Coomakista Pass it is 700 feet above the sea. We get charming views of the mountains on the left, and of the almost circular bay, with its numberless islands, on the right. In about a mile we pass, on the left, the ruined Templenakilla Church. Driving on for about five miles, our road descends to the sea on the shore of **Derrynane Bay**, a small inlet of the Atlantic separated from Ballinskelligs Bay by Hog's Head and from the Kenmare estuary by Lamb Head, the most southerly cape of county Kerry. In Derrynane Bay are Scariff Island and many other rocky islets. On our right, close to the road leading to Caherdaniel, is a circular fort in remarkably good preservation. On the shore of the bay is—

Derrynane,

noteworthy as the home of Daniel O'Connell, and now occupied by his descendants. It is an irregular pile of buildings, partly castellated, and the grounds improved with shrubberies and plantations, so far as the situation, so much exposed to westerly gales, will allow. The chapel in the building and some interesting relics can be seen by the courtesy of the proprietor. The ruins of **Derrynane Abbey** stand on a peninsula, which at spring-tides becomes isolated. Though the monastery is said to have been founded in the seventh century by the monks of St. Fin Barre, the remains are not older than the thirteenth. Here is the family grave of the O'Connells, but "the great agitator's" remains repose beneath a lofty round tower in the Glasnevin Cemetery at Dublin. Close to Derrynane is a small, but snug, harbour, with a diminutive quay at which vessels of two hundred tons burthen may discharge their cargoes. Near Caherdaniel, the adjoining hamlet, is a small stone fort. We presently reach West Cove, on the northern shore of the Kenmare estuary, and then Castle Cove. A mile and a half up the valley on the left is—



R. Welch,

THE LOO RIVER NEAR KENMARE.

[Belfast.]

Staigue Fort,

one of the most perfect antiquities of Ireland, supposed to be at least 2,000 years old.

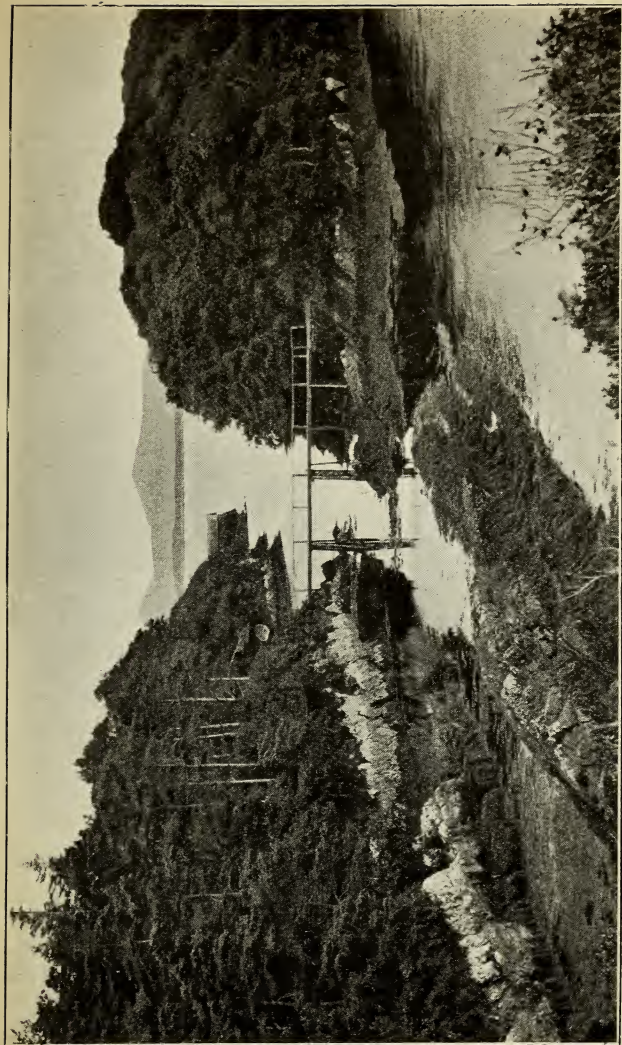
Kenmare River,

or Bay, as it is variously named, is an inlet of the Atlantic penetrating the land for some thirty miles ; it is five or six miles across at its widest part. It is generally voted the most beautiful of the bays which indent the shores of the Emerald Isle, though some are disposed to give the preference to Bantry Bay, further south. A writer in *Freeman's Journal* thus describes the fiord :—

“The bounding peninsulas are crowded mountain lands. Along the southern peninsula stretch the Caha and Slieve Miskish ranges, the summits of which form a varied chain, towering peak on peak, down to Dursey Island. They are in full view of the tourist as he drives along the northern shore. Now they catch the mists that come up from the Atlantic, and creep along the mountain sides ; and when the sun bursts through and disperses the shades, nothing can excel the wonder of the transformation. Cradled in the hills are high mountain lakes, occasionally drained by cascades, which flash in the sunlight as they descend down to the sea that breaks in silver foam almost at the feet of the mountains.

“The coastline of the ‘river,’ as it is named, is broken into numberless islands, some of them arable and inhabited, others mere spots of red sandstone rising out of the fjord ; their surface covered, wherever the smallest shelter is afforded, with a profusion of vegetation, dwarf oaks, dark-green hollies, bright green ash, and the special favourites of the region, brilliant fuchsias, which are here and there along the coast as common almost as the whitethorn in inland hedgerows.”

As we proceed, a grand and everchanging panorama of the hills which on the other side of the bay separate the counties of Kerry and Cork presents itself ; and a still grander one of the high mountains round Killarney is unfolded on the left. Perhaps the most charming of the landscapes is that of the valley leading up to **Coomcallee**, a sharp and precipitous mountain, more than two thousand feet high, with a pretty lake lying at its foot. The view is obtained at the junction of another road with that along which we are driving, as we approach our next halting place, **Sneem**, the chief village in the extensive parish of Killcrohane, through which we have been travelling ever since we left Darrynane. Sneem is prettily situated at the head of an estuary formed by the Sneem river and two or three mountain streamlets. It con-



[Dublin.]

AT PARKNASILLA.

W. Lawrence,]

tains a Roman Catholic Church with a curious campanile, a Protestant Church, and a comfortable inn (*Sheehan's*).

Our road now turns to the south-east, and two miles from Sneem we reach that health resort of the south-west, lovely—

Parknasilla.

In the demesne, formerly the residence of the Bishop of Limerick, has been erected a tasteful and commodious hotel (under the control of the Great Southern and Western Railway Co.), to accommodate the tourists who in increasing numbers are making this place their headquarters. It is usual to stop at Parknasilla for the night, and the unhurried tourist is likely to remain longer. There are really two hotels in different parts of the grounds, the original residence and the fine new building. The grounds cover about a hundred acres, and include several islets connected by rustic bridges.

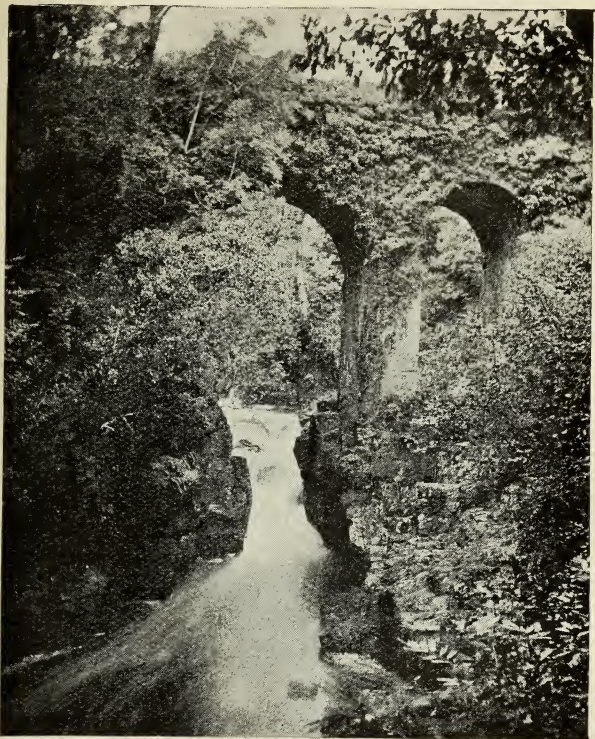
The situation of Parknasilla is delightful. It stands in a nook between the bay and Knockanamadane Hill (895 feet), with wooded hills rising all around, the romantic, broken coast studded with little tree-covered islets. Mr. Ward calls it "one of a little group of marine paradises on an inlet of the great sea lough," and frankly owns that "to describe the beauty of the spot is beyond us." On the important subject of climate a writer in the *Dublin Journal of Medical Science* says of Parknasilla :—

"Its well-sheltered position amidst a number of islets, thickly wooded down to the water's edge, has endowed it with unique advantages. This protective area prevents the access of all winds except those coming from the warmer points, viz., south and south-west; these winds, before reaching the southern coast of Ireland, having travelled over the Gulf Stream, and being thus subjected to its moderating and balmy influence.

"Mountain protection is of supreme importance in the choice of a health-resort, more especially in the winter and spring seasons of the year. In this regard Parknasilla is exceptionally favoured, a mountainous range closely guarding and protecting it from the northerly and easterly winds. The combination of mountain, wood and water gives a special charm to this locality; and a convincing evidence of the mildness of the winter and early spring here is the forward character of the vegetation, the early budding of the trees, shrubs and flowers.

"The position of this favoured and sheltered sea inlet upon the isothermal map shows it to have a mean annual temperature of 52 degrees, being similar in this regard to its neighbour, Glengariff, and registering a higher mean annual temperature than Ventnor or Torquay. The mildness of the climate in the earlier spring months is of such a character that exercise can be freely partaken

of in the open air daily, without risk of chill; and this to the invalid is of paramount importance. To sufferers from chronic or recurrent affections of the respiratory organs, Parknasilla, in the winter and early spring months, would appear to be indicated as a most desirable place of residence."



W. Lawrence,]

[Dublin.

BLACKWATER BRIDGE.

Little footbridges span the clear channels between the demesne and many of the islets, affording charming walks. To the west, reached by fifteen minutes' pull across the mouth of the Sneem river, is the exquisitely-wooded **Garinish Island**, the property of the Earl of Dunraven. The island has an

Killarney (I)

area of fifty-eight acres. Boating, bathing, fishing, and mountain-climbing may all be enjoyed to perfection in this favoured locality. The adventurous may row or sail right across the bay to **Derreen**, the seat of the Marquis of Lansdowne. Derreen would make just such another delightful haven for the holiday-maker as Parknasilla or Glengariff, but his lordship will not permit the erection of a hotel.

Parknasilla to Kenmare.

The coach leaves Parknasilla about 10.0 a.m. for the remaining fifteen miles' drive to Kenmare. The road lies high above, but close to, the sea. We pass the head of Coongar Harbour, which is sheltered by Rossmore Island, one of the largest in the estuary. The best part of the drive is reached at a distance of six miles as we descend the wooded slopes to the *Blackwater*, one of the many rivers of that name in Ireland, and distinguished from others as the "Kerry" Blackwater. It runs merrily along, between banks so high that the two-arched bridge by which we cross is quite 60 feet above the surface of the water. The coach stops for a few minutes to allow passengers to pass beneath the bridge, an opportunity which none should neglect. The stream tumbles over numerous rocks and forms many pretty cascades in its course to Kenmare Bay—now so rapidly narrowing as to be scarcely two miles across. But before mingling its fresh water with the briny waves of the sea, the Blackwater again expands and forms a snug little harbour, useful to small coasting vessels. The Blackwater is famous for salmon.

There is a carriage-road from Blackwater Bridge, *via* the Gap of Ballaghbeama, to **Glencar** (15½ miles, or from Parknasilla, 22). This road, a great part of which is comparatively new, is the one referred to on p. 132. A mile or two to the west are the pretty **Cloone Lakes**. Near the bridge over the Blackwater is the **Castle of Dromore**, a Gothic building, with beautiful grounds in which are the ruins of Cappanacuss Castle. The road passes Lough Brinn, near which a road (which may be traversed by an outside car but is not practicable for carriages) turns off to the Upper Lake of Killarney and the Gap of Dunloe. Just off the coast are the Greenan and the Dunkerron Islands, the former chain joined to the shore at low water. Three miles from the bridge we pass the ruins of **Dunkerron Castle**, like Cappanacuss once a seat of the O'Sullivans.

Kenmare.

Hotels.—*Southern and Lansdowne Arms.*

Places of Worship, with the hours at which the Sunday services commence :—

Church of Ireland—12.0 | *Roman Catholic*—8.30 and 12.0.

Station.—Terminus of branch line from Killarney.

Kenmare is a fairly prosperous market town, at the head of the beautiful estuary to which it gives its name; or, rather, from which it receives its name, for, according to Dr. Joyce, Kenmare signifies “head of the sea.” The town is chiefly interesting to tourists from its position as a kind of coaching junction, being the half-way place between Glengarriff and Killarney, and the terminus of the Kerry coast tour. It also possesses a lively interest from the fact that it is the halting-place for luncheon, for which, after a long mountain drive, most passengers are more than ready. Whether the *Southern* or the less pretentious *Lansdowne* be patronised, good value is given. Kenmare was originally known as Nedeem, and owes its existence to Sir William Petty, the ancestor of the Marquis of Lansdowne, the principal owner of the land hereabouts. Petty, having obtained a grant of land, planted a colony of Englishmen here in 1670. They established a fishery and iron works on an extensive scale; but were harrassed by the Irish, and surrendering, after some resistance, were allowed to embark for Bristol, scantily supplied with provisions. On the conquest of Ireland by William III, the colony was re-established and the fishery resumed; but the forests were soon exhausted, and the iron trade declined through want of fuel.

To-day, Kenmare consists of a main street, leading from the market square, with a few others diverging from it. There is a good pier a little to the west of the town; and the bay is crossed by the **Lansdowne Suspension Bridge**, the first structure of the kind in Ireland. It forms a striking object in the landscape. The Catholic Church is a spacious edifice, with a lofty spire, and is handsomely decorated, thanks to the munificence of the Marquis of Lansdowne and others. The adjoining **Convent of Poor Clares** is, however, the most important feature of the town, and should be seen by all who have the time. Specimens of the famous Kenmare lace, made at the convent,* can be seen and bought at the hotels, but no one will regret visiting the institution itself. It is wonderful to see how the devoted nuns succeed in training their young pupils. Even the mere man will marvel at the delicacy and

beauty of the designs. Some of the lace is valued at its weight in gold. It won the first place in the South Kensington competition of 1886, and has held its own at other exhibitions—notably at the Chicago World's Fair in 1893. The girls also excel in singing. The convent is a handsome building, in a cheerful sunny situation, surrounded with shrubberies and flower-beds, and adorned with some marble statues.

Kenmare to Killarney.

Many visitors prefer to take the coach, which runs daily from Kenmare to Killarney, rather than the train. The coach drive, part of the famous Prince of Wales Route, is described the reverse way on pp. 149-152. We will therefore here assume that travellers to Killarney avail themselves of the branch railway *via* Headford—one of those commenced in 1891 by the aid of a grant from the British Government. It was opened in September, 1892, and is about twenty miles long, joining the Killarney and Tralee Railway at Headford Junction, the station next to Killarney. The line runs through a winding valley, bounded on both sides by rugged and barren mountains, which extend for miles in each direction. The student of geology will be interested by the abundant evidences of glacial action. The first station is at *Kilgarvan*, where the road to Macroom continues eastward, while the line turns northward. Another road runs southward to Bantry, crossing the *Slaheny*, and passing near **Lough Nambrackderg** on the way.

Leaving *Kilgarvan*, the line runs through fine scenery, along the course of the *Loo* river, a feeder of the *Flesk*. There are stations at *Morley's Bridge* and *Loo Bridge*. We have *Mangerton* (*see* p. 93) very much in evidence on the left all the way. After crossing the *Flesk*, we arrive at **Headford Junction**, where carriages are changed for **Killarney**.

KILLARNEY TO CORK, BY THE PRINCE OF WALES ROUTE.

Killarney to Kenmare by Coach or Rail—Kenmare to Glengariff by Coach (stay for night)—Glengariff to Bantry, by Coach or Steamer—Bantry to Cork, by Cork, Bandon and South Coast Railway.

TOURISTS who have come to Killarney direct by rail *viâ* Mallow, should make a point of returning *viâ* Glengariff and Cork, thus completing a delightful circular tour. There are now two ways of doing this. (1) By the popular *Prince of Wales Route* described below, and (2) by what is known as the *Tourists' Route*, *viâ* Macroom, described in the next chapter. Whichever route is chosen, the journey is the same from Killarney to Glengariff. Of course both routes are available also for the journey in the reverse direction from Cork to Killarney, as indicated on pp. 7-8.

The coach drive from Killarney to Glengariff is one of the finest in the three kingdoms. A start is made from New Street about 9.30 a.m., the coach calling at the principal hotels before finally getting under way. When the Muckross Hotel at the pretty village of Cloghereen is reached, a halt is called for the examination of tickets. We drive past the entrance to the Torc Cascade, and commence the long ascent. At almost every point scenes of the greatest beauty present themselves. The wealth of foliage—fir, beech, ash, oak, arbutus, holly—and the profusion of ferns of all sizes and sorts form a marked contrast to the bare mountain heights and moorland wastes that are shortly to be passed. It has well been said, "The mingling of soft foliage and bare rocks is a delightful feature of Irish scenery, and seems to carry out faithfully the wildness and tenderness, the poverty and refinement of the people." Farther on, the Long Range is passed, and magnificent views of the Eagles' Nest, Purple Mountain, Glenna Bay, and Derrycunihy Cascade can be obtained. To the left the lofty Torc Mountain and Manger-

ton tower above us. We presently reach the tunnel shown in our illustration on p. 91. At Mulgrave Police Barracks the tourist bids farewell to the lakes. "No description," it has been well said, "can convey any adequate idea of the loveliness of the scene which presents itself from this spot; looking back towards Killarney the eye beholds a deep and wondrous valley, in the bosom of which the whole of the three lakes lie like sheets of silver. Mr. Justin H. McCarthy thus eloquently described his impressions of Killarney, evidently with this scene in his mind :—

"I know of lovely lakes elsewhere; I know of none more lovely than Killarney. I am not sure that I can say that I know of any quite as lovely, with the peculiar, haunting loveliness of the Irish lakes. The spirits of the mist seem to brood over those beautiful waters, softening with their caresses all forms and colours into the rarest, into the finest harmony, suffusing them with a liquid light that is at times almost unearthly in its beauty. These wooded hills, where still—or is that a legend and a dream?—the red deer lingers, those great sheets of water that change their mood and their aspect with every changing hour, and are always beautiful, steep the mind of the beholder in a sensuous delight that is hard to describe in words. To me the lakes, like all beautiful scenes in nature, look their best in the splendour of a summer's day, when the waters are very still, when the woods are hushed in the heat, when the spell of the golden sunlight is upon everything. Then Killarney is an earthly paradise, then the youth of the world seems to have returned. But on dark days when storm is threatening, or in those hours when the threatened storm breaks and the water blackens under the rain and races into great waves before the wind, then, too, Killarney is beautiful with a beauty that is wild but not terrible. Killarney's woods and waters may inspire awe when the thunder is rumbling among the hollows of the hills and the lightning is cutting slices out of the livid sky, but it never inspires terror. Its angers are the hot furies of a friend, not the forbidding wraths of an enemy. In storm or in sunshine, there is a charm about the place that is all its own, a charm that it would be worth while to travel thousands of miles to experience and to appreciate."

The scenery now becomes more wild and rugged. "Sometimes the road borders precipices of frightful depth overlooking glens and valleys that spread away as far as the eye can reach; streams are passed that dash down the rocks in sheets of foam, and valleys that look wildly desolate because of the great stones that strew them."

At **Windy Gap** we have a fine view northward of Macgillycuddy's Reeks, the prominent hollow so conspicuous being the Gap of Dunloe. **Loosecaunaugh Lough**, a mile-long sheet of water, marks the half-way stage to Kenmare, and we pull

up at a wayside inn while the horses are watered. In a couple of miles a road runs off westward to Sneem and Parknasilla (13 miles), but we turn southward, winding round the moun-



R. Welch,]

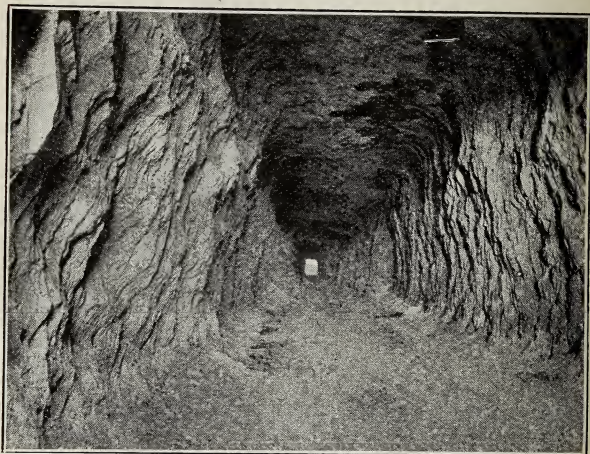
[Belfast.

FALLS IN SHEEN VALLEY, KENMARE.

tains by the long descent to **Kenmare** (see p. 147), where a halt is called for luncheon at either the *Great Southern Hotel* or the *Lansdowne Arms*. Dainty specimens of the beautiful

Kenmare lace are generally exhibited at the hotels, but those with time to spare will do well to go on to the Convent.

Resuming the journey, we cross the estuary by the pretty Suspension Bridge. The road which bears off westward down the river leads in about eight miles to a pretty chain of lakes well worth visiting by those who are staying at Kenmare, and known as the **Clonee Loughs**. We, however, follow the course of the *Sheen* river southward, the road steadily ascending the Caha Mountains, said to contain three



R. Welch,]

[Belfast.

THE GREAT TUNNEL ON THE KENMARE ROAD.

hundred and sixty-five lakes, or one for each day in the year. The ranges around Killarney gradually become more and more indistinct in the distance. Near the summit of the ridge ahead we get a glimpse of the series of **Tunnels** by which the road penetrates the mountain. The first tunnels are insignificant, but at a height of 1,200 feet we plunge into a much longer one, the length of which can be judged from the illustration above. On emerging into daylight again, we have quitted the county of Kerry and are in Cork. A halt is made by some poor wayside cabins while the horses are watered. The prospect ahead is very fine, showing all

the mountains grouped about the head of Bantry Bay, towards which we now descend, great valleys, with here and there a mountain tarn, stretching away on either hand. The prominent height to the right is the **Sugarloaf**. Presently a glimpse is caught of the sparkling sea, and the driver points out, far below, the village of Glengariff, almost buried in foliage. But though the actual distance to the Glen is only five or six miles, it takes no little time to get down, the steepness of the mountain and the windings of the road necessitating a constant application of the brake. It is a remarkable tribute to the carefulness and competence of the drivers on this route that not a single accident has happened since it has been opened for tourist traffic. The driver will point out *Lord Bantry's Shooting Lodge* some distance away on the right, and ahead the tourist will see for himself the noble expanse of Bantry Bay, and the island-dotted harbour of Glengariff.

Note Contributed by Correspondent (we have not personally tested this divergence. ED.).—Between Kenmare and Glengariff is the best mountain view in the south of Ireland, but as it lies apart from the coach-road it is apt to be overlooked. Seven and a half miles from Kenmare the coach passes a Roman Catholic chapel. If time permits, the tourist would do well to dismount and take the road which leads to the left, following it until it comes, by rather a bad surface, to the very top of the hill which divides the Kenmare valley from the Glengariff valley. Excepting the last portion—about one hundred yards—the road is a gentle incline and is quite negotiable by easy walkers. From the top is the best view of the whole of the mountains of Kerry—the Sugarloaf being most prominent. They lie, an enormous panorama in brilliant purple, at one's feet. Southward is beautiful Glengariff—the village being three miles of rather hard descent from the summit, the whole distance from the Chapel to Glengariff being about $4\frac{3}{4}$ miles. The walker will miss portions of the coach-road, especially that which includes the long tunnel, but he will be more than repaid by one of the best views of mountain, valley and sea which can be obtained anywhere. In actual distance, this road is somewhat shorter than the coach route (say $12\frac{1}{2}$ miles against 18 miles).

Glengariff.

Hotels.—For Tariffs see Introduction. As the traveller is in any case bound to stay at least a night at Glengariff, and Saturday arrivals must remain until Monday morning, the subject of hotel accommodation is one of some importance.

The *Eccles* is close to the shore at the head of the bay. It is a comfortable establishment, surrounded by lovely grounds, and conveniently situated for water trips. It has the advantage of possessing an excellent library. Coming from Kenmare it is the first hotel called at, but the last in the reverse direction from Bantry.

Roche's is about a mile from the *Eccles*, and is the first hotel reached in coming from Bantry. It stands on higher ground than the *Eccles*, and its mountain view, with three pyramid-like peaks for background, is superb.

The grounds are very extensive, and a path leads down the hill and through a pretty wood to the water.

The *Belle Vue* is about midway between the other two, and is a less expensive establishment.

There are two or three lodging-houses in the village where apartments can be had.

During the height of the season it is as well to write or wire beforehand to the hotel of one's choice, as the accommodation is sometimes severely taxed.

Post Office, in village, about 200 yards west of *Eccles Hotel*.

Steamers to Bantry daily in connection with trains and coaches.

Heights of Mountains near Glengariff :—

Sugar Loaf	1,887 feet.	Hungry Hill	2,251 feet.
Cobduff	1,244 "	Shrone Hill	919 "

"Language utterly fails," declares Mr. S. C. Hall, "to convey even a limited idea of the exceeding beauty of Glengariff, which merits to the full the enthusiastic praise that has been lavished upon it by every traveller by whom it has been visited. It is a deep Alpine valley, enclosed by precipitous hills, about three miles in length, and seldom exceeding a quarter of a mile in breadth. Black and savage rocks embosom, as it were, a scene of surpassing loveliness, endowed by nature with the richest gifts of wood and water; for the trees are graceful in form, luxuriant in foliage, and varied in character, and the rippling stream, the strong river, and the foaming cataract are supplied from a thousand rills collected in the mountains. Beyond all, is the magnificent bay, with its numerous islands, by one of which it is so guarded and sheltered as to receive the aspect of a serene lake. The artist cannot do it justice, and the pen must be laid aside in despair."

In the glen itself the sternest grandeur is softened by the tenderest loveliness. "Mountains are rent and rifted as if some convulsion of nature had shaken and torn them, upheaving their strata and serrating their wild summits, whilst their bases repose in woods and meadows of the softest verdure. Peaks rise above peaks lofty and bald, merging their frowning rocks in the shifting Atlantic mists; beneath are smiling valleys, gemmed with myriads of flowers."

"Were such a bay lying upon English shores," said Thackeray, in often quoted words, "it would be a world's wonder." It is that now, and it is perhaps just as well that the Glen, as the local people affectionately call it, does *not* lie upon English shores, or its charm would probably have been spoilt long ago. As an American writer put it, "What appears chiefly to impress the mind in this secluded region is the deep

conviction that there is no dramatic effect in all you behold ; no pleasing illusion of art, that it is nature you contemplate, such as she is, in all her wildness, and all her beauty." The charm of Glengariff is due first of all to its exquisite combination of water, woodland, and mountain, and secondly to its air of soft seclusion and tranquillity. So peaceful and quiet is the scene that a shout, or even laughter, seems a desecration of Nature.



W. Lawrence,]

[Dublin.

AT GLENGARIFF.

Glengariff, "the Rough Glen," is sixty-nine miles from Cork, and thirty-eight from Killarney, and, as its name implies, is a deep Alpine valley, about six miles in length and a quarter in breadth. The hills enclosing it are of the wildest description, singularly broken and irregular in their outline. Rocks and stones, some of enormous dimensions, are flung together in strange confusion, but the roughness is relieved by a variety of luxuriant foliage ; for the bases of

the hills and every crevice and hollow are filled with trees and shrubs which grow to great perfection. The arbutus, the yew, and the holly seem native to the place, as also many American and tropical cryptogamia and flowering plants. The glen is surrounded on the north, east, and west by mountains, and is thus effectually sheltered from easterly, northerly, and north-westerly winds. It opens southward on to a lovely inlet of Bantry Bay, and the breezes which reach it from this quarter have all been tempered by the Gulf Stream. The air is consequently genial and soft, without being enervating or relaxing. During the winter the thermometer in the sun occasionally reaches 83° , and seldom falls below 40° . An overcoat is rarely wanted; and there is an absence of fogs which renders the place peculiarly suitable for persons suffering from consumption, chronic catarrh, and other pulmonary diseases. The genial nature of the climate is evidenced by the almost tropical luxuriance of the vegetation.

The village itself is small. It is, in fact, more in accordance with the fitness of things to describe the village as being near the *Eccles Hotel*, than to say that the *Eccles Hotel* is near the village. The Protestant Church is a modern building, with a comfortable glebe house attached, picturesquely situated over one of the inlets of the bay. The new Roman Catholic Church replaces a plain unsightly structure that was out of character with the beauty of the place.

Recognising the futility of all verbal descriptions of Glengariff, and indeed of most photographic ones, we hasten to indicate three charming **View Points**, which will enable readers to judge for themselves.

(1) From *Roche's Hotel* follow the main road towards Bantry for about a mile. You pass the lodge gates of Glengariff Castle, and shortly notice a turning on the right, running off at a tangent and leading down a slope, a small sand quarry being noticeable a little way down in the wooded bank above. At the bottom of the slope turn rightward, across somewhat flat ground, towards the water. Above, to the right, is a steep knoll. A scramble over the rough boulders and through the bracken brings one to the top. Be careful to go as far as possible towards the water, as the view from the edge of the cliff is much more comprehensive. This lookout is called **O'Leary's Point**, and, though little known, commands the best view of the glen in its entirety. Below there is the horse-shoe-like lake or harbour, dotted with small islands, upon one of which a martello tower is conspicuous. If a few yachts are about, so much the better for the picture. From the edge of the water, on all sides save one, rises a sloping belt of foliage, pretty Glengariff

Castle, a private residence, being conspicuous in the midst of it. The one side that is not girdled by woodland shows a stretch of open sea, with Whiddy Island in the distance. The woodland is succeeded by bare mountain slopes, crowned by the sharply-defined peaks of the *Sugar Loaf*, *Throne Hill*, or the Little Sugar Loaf, and the *Gowlbeg Mountain*. Further westward is *Hungry Hill*. The green peak behind us is *Cobduff* (the ascent is easy, and the way obvious from the high-road). We have no hesitation in declaring that this view, seen under favourable circumstances, is hardly to be beaten in the British Isles.

(2) From the *Eccles Hotel*, walk through the village to the turning on the left which crosses the stream just beyond Cromwell's Bridge (*see* below). A few yards from the stream is a gateway on the right, opening on to a cart-track. Follow this as it winds for a mile or more, steadily uphill, until near another gate, when a rough path will be seen leading up the steep crag to the left. Be careful in wet weather not to get into the sticky bed of the tiny stream which here tumbles down. Some boys or beggars are generally about, and though somewhat of a nuisance their assistance may save trouble. The view makes a good companion picture to No. 1 on the opposite side of the bay, and need not again be described, though, of course, the mountain outlines are very different.

(3) Some two miles from the village, on the Kenmare road, there is a narrower road turning sharply to the right, straight up the hillside. This road affords the widest view of the Glen, as No. 1 affords the most effective. But it is the only spot from which the full effect of the foliage and the exquisitely green-blue water can be obtained. The tourist will not begrudge the exertion given to an apparently tough climb.

Cromwell's Bridge is picturesque when seen from the road (first on left from *Eccles Hotel*, near Post Office), but far more so from the water. It is a simple structure of two arches, long since fallen to ruin, and now moss-clad and ivy-grown. The story runs that Cromwell, on his way to remonstrate in that gentle way of his with certain refractory O'Sullivans, experienced considerable difficulty in fording the river, then in flood. He thereupon sent for the natives and threatened that if a bridge was not built by the time of his return he would hang a man for every hour he was delayed. Needless to say, no time was lost in meeting his wishes.

Excursions are made up daily from the hotels to the numerous beauty spots in the neighbourhood, but there are really so many of these that we can only mention the chief. Frankly, Glengariff is not a place one wants to "excursionise" from. When the nearer walks and view points are exhausted, there is always the harbour; and it would be easy to idle away a whole week in simply rowing or sailing in and out of the numerous creeks and round the islands,

There is the best of sport, too, for rod and gun. For those who must wander, there is the drive or walk to **Lord Bantry's Shooting Box**, with its pretty demesne. A longer trip is to the lofty **Adrigole Waterfall** (12 miles westward), and **Hungry Hill** (2,251 feet).

By cycling, or taking the mail-car, one can get as far in this direction as **Castletown Bearhaven** (22 miles), a tiny town with one or two good inns, chiefly known to fame in connection with autumnal naval manœuvres. A project has been mooted for making it a Transatlantic port, and it will



W. Lawrence,]

[Dublin.

CROMWELL'S BRIDGE, GLENGARIFF.

certainly prove a formidable rival to Queenstown when the proposed lines to Bantry and Kenmare are constructed. The haven formed by Bear Island is strongly fortified. At the eastern or seaward entry of the haven stand the ruins of Dunboy Castle, which furnished the late Mr. J. A. Froude with a title and some material for his novel, *The Two Chiefs of Dunboy*. The cyclist can return by the road over the Slieve Miskish Mountain to the south shore of Kenmare river, and thence eastward by way of Ardgroom and Kilma-killoge Harbours, Derreen (a seat of the Marquis of Lansdowne), and Clonee Lakes, to Kenmare. The whole round

is about 69 miles, and at least two days should be given to it. During the summer a small steamer runs daily between Castletown and Bantry.

The mountaineer may care to make the ascent of the **Sugar-loaf** (1,887 feet). The distance is about seven miles from the *Eccles Hotel*, but a whole day will be required and lunch should be taken. As there are several routes to the summit, local guidance should be sought, but a fairly simple ascent may be made by following the Bearhaven road until about a mile beyond the inlet known as Cooberagh Harbour. Here turn to the right and ascend the south-eastern slope of the mountain. A fine view is gained of the whole extent of Bantry Bay.

Half a mile on the Castletown Bearhaven road is an iron gate. Here there is a road to the right passing Lady Bantry's Look-Out, which affords a capital evening walk for those who wish to see really effective colour. By taking a sharp road to the right one comes back to the main road again.

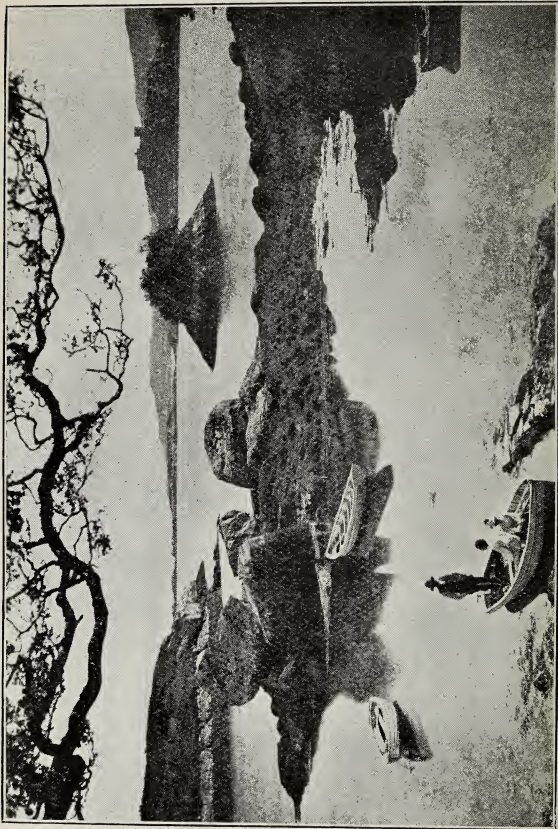
Yet another good trip can be made by the coach which leaves daily about 11 for the Kyber-like **Pass of Keimaneigh** and **Gougane Barra**, with its holy lake. The return to Cork can now be made this way *via* Macroom: the route is fully described in the reverse direction on pp. 174-7.

Glengariff to Bantry.

Assuming that the Prince of Wales Route is adhered to, the tourist has a choice of several coaches daily for the ten and a half miles to Bantry. The coaches start from the *Eccles*, calling at the *Belle Vue* and *Roche's* on the way. The road skirts the harbour and the head of Bantry Bay, and we have heard it not inaptly described by an Irishman as "the most windingest in creation." The cyclist never knows what may be round the next corner—pigs, cows, or coaches—so it is well to be wary. The views of the bay are pretty, but call for no remark. We cross the *Coomhola* river at **Snave Bridge**, from which point a fine level road runs northward to **Kilgarvan**. In another mile and a half we reach the junction of several roads at **Ballylicky Bridge**. One (not recommended for cyclists) follows first the course of the *Coomhola* and then the *Slaheny* river to Kilgarvan (24 miles). Another is the road which follows the river *Owvane* eastward to Keimaneigh and Gougane Barra, and so to Macroom and Cork. Our own road continues round the bay for another four miles

to Bantry, where the coach drive terminates and we are in touch with railways again.

An alternative to the coach route is provided by the



[Dublin.]

OTTER ISLAND, GLENGARIFF.

W. Lawrence,]

steamer *Lady Elsie* which plies daily between Glengariff and Bantry. Tickets by the Prince of Wales Route are available by either coach or steamer.

Bantry.

Hotels.—*Railway and Vickery's.*

Coaches to and from Glengariff about four times daily during season.

Steamship *Princess Beara* plies daily in summer between Bantry and Castletown Bearhaven, in connection with trains from Cork. Fares :—First class single, 4/6 ; first return, 7/- ; second class, single, 3/6 ; second return, 6/- Through tickets are issued between Cork and Castletown Bearhaven.

The steamer *Lady Elsie* (launched 1906) also plies daily between Glengariff and Bantry in connection with trains and coaches.

Railway.—Terminus of Cork, Bandon, and South Coast line, 57½ miles to Cork, *Refreshment Room at station.*

Bantry is said to derive its name from *Ban-tra*, the "white strand." The strand is indisputable, though the construction of the pier and sea-wall has improved a great part of it out of existence, but we do not see where the whiteness comes in. Probably Dr. Joyce is more correct in deriving the name from *Beann* (Ban), one of the sons of Conor MacNessa, King of Ulster in the first century, and ancient owner of this district. Most people simply go through Bantry without making a stay, but one or two days can be profitably spent in the little market town. There is a good bathing-stage, and the bay affords every facility for yachting and boating. The town stands near the head of the spacious bay of the same name.

The visitor should, if time allows, call at the **Bantry Woollen Mills.** Here he will find an interesting example of an industry which was once a leading one in Ireland, and which, from the strides it has lately made, promises to occupy the same position again in the near future, owing to the absolute purity and durability which are gaining such an enviable reputation for Irish friezes, tweeds, and homespuns. The mill, to which access can readily be had, is only a few yards from *Vickery's Hotel* ; and the wool, which is grown on the hardy native mountain sheep of the district, can be seen in every stage of manufacture. Bantry is the seat of a considerable sea-borne trade, and a number of small coasting vessels may generally be seen moored off the town. The chief feature of the town is the beautiful view down and across the spacious bay, with its background of sharply defined peaks—Hungry Hill, the Sugar Loaf, and the long range of the Caha Mountains.

Bantry House, the seat of Mr. Leigh-White, nephew of the late Earl of Bantry (the title is now extinct), should on no account be missed. It is *the* show-place of the town. Follow the main street seaward from the hotels, skirting the water's edge. At the end of the long line of wharves is a solid stone gatehouse, by which admission is gained. *Visitors are allowed*

Killarney (m)

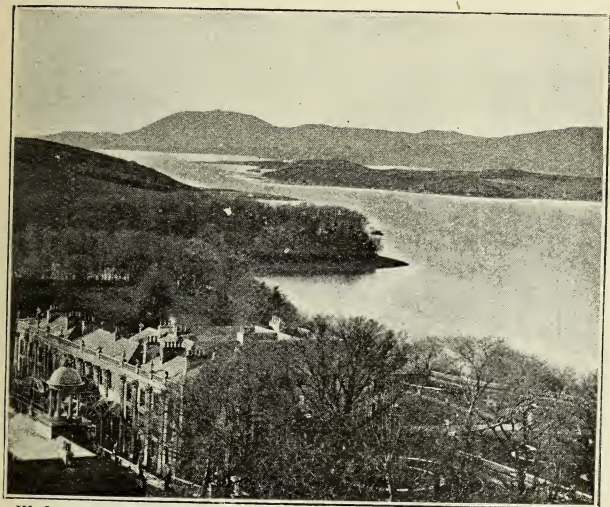
to wander freely about the grounds and terraces, and in the park, but the house is not shown. From the terraces behind the mansion an exquisite view is obtained, though the featureless **Whiddy Island** is somewhat in the way. The park can be left by the western gateway, close to a large sheet of water separated from the sea by the high-road. The pretty cascade in the park ought first to be seen, however. An iron gate on the seaward side of the road gives on to a path leading upwards to a finely placed but neglected *Cemetery*, from whence a delightful view across the bay can be had.

The **Drive round Dunmanus and Bantry Bays**, about 35 miles. This is a fine six hours' drive, for which circular tickets are issued from Cork. Lunch can be taken in the car, but a good hotel has recently been opened at Ahakista, on the shore of Dunmanus Bay, 12 miles from Bantry. The chief charm of the drive is due to the fact that the sea is close at hand all the way, except for the first 7 miles or so to **Durrus**. We drive past a succession of pretty coves, with fine views across **Dunmanus Bay** of Mount Gabriel (1,339 feet) and the rugged coast-line to Three Castle Head and Mizen Head. At **Ahakista**, as already stated, is a good hotel. When about two-thirds of the way down the promontory we reach the sequestered village of **Killerothane**, and turning rightwards commence the steep ascent of Seefin (1,136 feet). How the horse manages to drag the car up is a mystery, and tourists will probably be glad of the opportunity of stretching their legs and showing mercy at the same time, particularly as the road winds so much that the scrambler by path has only about half the distance to go. The backward view is magnificent, but is surpassed, if only the mountain be free from mist, by that which bursts on the gaze in front when the summit is reached. The whole stretch of Bantry Bay, certainly one of the finest in the world, lies before one. Across the water is the strongly fortified Bear Island, sheltering the harbour and town of Castletown Bearhaven (*see* p. 158). Behind the island tower the Slieve Miskish and Caha Mountains. To westward is the boundless ocean, and eastward we have, as we turn and slowly descend, a sight of the Bay as far as Whiddy Island. The road during the first part of the homeward journey must be something like a thousand feet above the sea, which it directly overhangs.

Bantry Bay, it should be said, is twenty-one miles long and from six to eight wide. It affords safe anchorage for ships of the largest tonnage. The depth of water at the entrance is about forty fathoms, and the largest warships can

anchor in almost any part of the bay. Bantry Bay is every year the scene of important naval manœuvres. During the summer a small steamer plies daily between Bantry and Castletown Bearhaven in connection with trains from Cork.

The bay is historically interesting as having been the scene of two attempted invasions by the French. In 1689, their fleet, which brought to Ireland the ex-king of Great Britain, James II, entered. In a very short time, the English fleet, under Admiral Herbert, bore down in pursuit; but, being



W. Lawrence,]

BANTRY HOUSE AND THE BAY.

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inferior in force, were compelled to sail out again, after a brisk engagement. In 1796, the French, with about fifteen thousand men intended for the invasion of Ireland, again put to sea, appointing Bantry Bay as their rendezvous. Scattered by a storm, in which one-fourth of the ships were lost, only a remnant of the armament reached the Irish coast; and General Hoche, the commander-in-chief, not having joined them, the vessels which had cast anchor did not deem it prudent to disembark their forces. Having lost an oppor-

tunity of landing without opposition, they sailed again for France, on the 27th of January, after a stay of five days in the bay. The consternation this event produced all over the country was intense, and the Government at once erected fortifications at Bantry to prevent a future surprise.

It was here that the crew of the *Temeraire* (the old battleship of Turner's famous painting) mutinied; but the firmness of Admiral Eyles probably saved his own life and the lives of his officers. He had twenty of the ringleaders seized and taken to Spithead, where thirteen of them were hung from the yard-arm.

Whiddy Island,

formerly Lord Bantry's deer-park, comprises an area of about 1,218 acres, and is remarkable for the diversified quality of its soil. A black shaly substance, soft and unctuous, resembling black-lead, found on the northern side, was at one time highly valued in the neighbourhood for its supposed medicinal qualities. There are some relics of an old church, with a cemetery attached; and on the eastern point of the island are the ruins of a castle built in the reign of Henry VI by O'Sullivan Bere. Though apparently so near, it is almost a mile and three-quarters from Bantry.

At Bantry, we are at the end of—

The Cork, Bandon, and South Coast Railway,

a line which connects the town with Cork and which, by means of its branches and affiliations, opens up communication with the principal harbours in the much-indented coast of South-West Ireland. The line has a connection with the quay at Bantry, a very useful addition to the commercial conveniences of the town. The carriages on the line are roomy and comfortable, and the saloons are so arranged that the views on either side can be fully enjoyed. The prominent hill to northward, after passing the small station of Durrus Road, is **Mount Owen** (1,762 feet), the source of three rivers, which flow in opposite directions—the Bandon falling into the sea at Kinsale, the Ilan below Skibbereen, and the Mealagh into Bantry Bay.

Drimoleague is the junction for the Skibbereen and Baltimore line. The break of journey is somewhat inconvenient, but there is a good deal to interest the tourist in this almost unexplored corner of Erin. Skibbereen is, in its turn, the

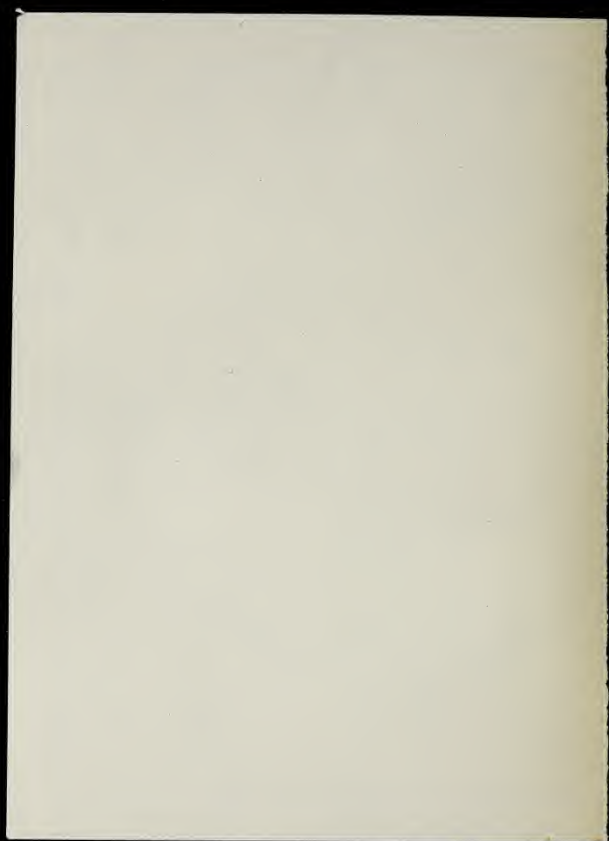
TO READERS.

Every care has been taken to render this volume accurate and trustworthy. But in this busy age changes take place, both in town and country, with a rapidity which often thwarts the efforts of the most painstaking writer. We should, therefore, esteem it a favour if any reader discovering an error, either of omission or of commission, in these pages, would promptly inform us. Such communications will be duly acknowledged, and the inaccuracies rectified at the earliest opportunity.

THE EDITOR.

Address—

Messrs. WARD, LOCK & Co., LTD.,
Warwick House, Salisbury Square,
London, E.C.



junction for the light railway which now runs to Schull, some fifteen miles further west, so that the district is fairly well provided with means of locomotion.

The Skibbereen and Baltimore Branch

runs southward to the coast, having a station at Madore, about half-way between the junction and—

Skibbereen.

Hotels.—*Ilen Valley, Eldon, etc.*

Circular Excursions from Cork to Skibbereen by rail, thence by coach to Glandore, Unionhall, Leap, Lough Hyne, etc. See time-table of Cork, Bandon, and South Coast Railway.

Skibbereen is a town of about 3,000 inhabitants, standing at the spot where the Ilen widens out to form the creek. The town is unattractive, and has suffered severely during successive famines. A walk or drive that should not be missed is that to **Lough Hyne** (about 4 miles), a kind of marine *cul de sac*, with a very narrow inlet from the sea. The country is wild and desolate in the extreme, but the immediate surroundings of the lough are picturesque. In the centre is an islet, on which are the ruins of an old castle of the O'Donnells; and on the shore is one of those graveyards devoted exclusively to the burial of children to be found nowhere but in Ireland.

Toe Head, to the eastward of the lough, commands a singularly beautiful scene. The Stags, three rocks of unusual height, are between us and the land, and the ocean is flecked with small islets, around which the sea dances and sparkles in the sunlight. The head terminates the western promontory which shuts in Castle Haven, at the head of which is **Castletownshend** (several *Inns*), of old known as Sleugleig, its modern name and that of the bay being derived from a strong castle belonging to the Townsends, twice besieged in vain by the followers of King James during the struggle which culminated in the battle of the Boyne. In 1602, the harbour was the scene of a naval engagement between the Spaniards, under Don Pedro de Zuibar, and the British fleet, commanded by Sir Richard Levison.

Unionhall and **Glandore** are picturesquely situated on either side of the far-reaching islet known as Glandore Harbour. Dean Swift lived for a period at Unionhall. Glandore would make a charming winter resort for invalids, the climate being noticeably mild, though this characteristic distinguishes more or less the whole of the south-west of Ireland.

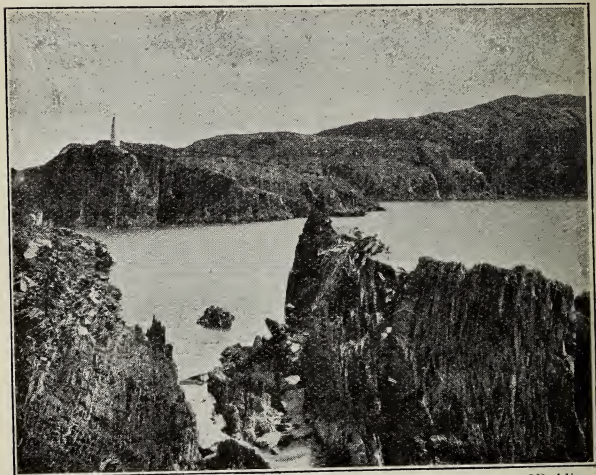
Leap stands at the mouth of a small stream of the same name, of old considered the boundary between civilisation

and lawlessness; hence the proverb, "Beyond the *Leap*, beyond the law." Now it is on the high-road between Ross-carbery and Skibbereen, and is crossed by a substantial bridge.

From Skibbereen it is well to go on to the terminus of the branch line at—

Baltimore,

which owes its charm, from the tourist's point of view, to the magnificent cliff walks in the neighbourhood. It is an excellent yachting and fishing station. The ramifications of



W. Lawrence,]

[Dublin.

HARBOUR ENTRANCE AND BEACON, BALTIMORE.

the great harbour are difficult to understand on account of the many islands, some of considerable size, which occupy it. The best view point is at the curious round Beacon at the extreme south-west point of the cliff, right opposite Sherkin Island. The way is easily found. Continue seawards on leaving the railway station until the road ends, then take to the cliff-path and scramble upwards, the beacon being well in sight. Care is necessary, as the cliff is steep, and there are some nasty chasms in places. The island to the south-west beyond Sherkin is Clear Island (*see* p. 167). The Fastnet Rock Lighthouse lies beyond.

Baltimore has a history of some interest. The owners of the soil joined the Tyrone rebellion in 1601 and placed their castles in the hands of the Spaniards. This led to the introduction of an English colony into the town, which was then walled and incorporated and obtained the privilege of parliamentary representation. In 1631 it was attacked by Algerian pirates, who massacred the inhabitants and carried off two hundred of the settlers as slaves. The **Technical School of Fisheries**, near the station, an institution of some importance, may be seen by visitors.

There is a considerable coasting trade between Baltimore and Cork and other neighbouring ports. A rock, commanding the harbour, is crowned by the ruins of Dunashad Castle, and the Church has a fine tower. The Harbour extends northward almost to Skibbereen. The largest of the islands is **Sherkin**, situated at the mouth of the bay. It is about three miles long by two broad, and of old contained a Franciscan abbey and a strong castle. Both were destroyed by the irate citizens of Waterford, in order to punish the piratical proclivities of the O'Driscolls, the owners of this and the surrounding islands and of a slice of the mainland. The ruins of these edifices are interesting, but as they can be well seen from the Beacon, only enthusiastic antiquaries will go to the expense of hiring a boat to reach them.

The Schull and Skibbereen Light Railway,

some 15 miles long, is a useful assistance to the trade of this far west nook of Ireland, but is not greatly used by tourists. **Schull** nestles at the foot of brown and barren **Mount Gabriel**, on the shore of the sound dotted by "Carbery's hundred isles." The largest of these is

Cape Clear Island,

three miles long by one and a half broad at its widest part. It is almost divided in two near its southern extremity. This, the highest part of the island, presents an inaccessible cliff to the sea, and—as every schoolboy knows—is the first land sighted by vessels on their approach from America. On the summit of the **Fastnet Rock**, distant about four miles west by south, is a lighthouse, the light of which is 148 feet above high-water mark, and is visible for eighteen miles. It has a flash of five seconds per minute.

The island of Clear is called in the old Irish MSS. *Inish Damhly*, and in the ecclesiastical books, *Insulæ Sancta Clara*. It is so far from the centre of civilisation that the inhabitants have retained more of their original customs and language than is the case in any other part of the United Kingdom.

Westward of Schull is another bay, of sufficient depth to

almost insulate **Mizen Head** (the *Notium Promontorium* of Ptolemy), the extreme south-western point of Ireland. The first view of this headland, 765 feet high, is peculiarly striking. At the top is an old signal tower. A little to the south, and separated from it by Barley Cove, is **Brow Head**. **Three Castle Head**, the extreme point of Dunmanus Bay, is so named from three old fortresses of the Mahony sept. The tiny town of **Goleen** is the nearest headquarters for the exploration of these crooked, sea-indented and almost unknown promontories.

Resuming the railway journey eastward from Bantry to Cork, at Drimoleague Junction, we reach **Dunmanway**, formerly the seat of an extensive linen manufacture, established by Sir Richard Cox, Lord Chancellor of Ireland in the reign of Queen Anne.

We now follow the course of the river *Bandon*, and see on the right the ruins of **Ballynacarriga Castle**, a square pile of buildings, standing on the summit of a rock 40 feet above the level of a lake at its foot.

From **Clonakilty Junction** (twenty-four miles distant from Cork and four from Bandon) a short branch runs down to the sea, some nine miles distant, at

Clonakilty.

Hotels.—*Imperial* and *O'Donovan's*.

Clonakilty is at the head of a small inlet, the mouth of which is defended by the triangular islet of **Inchdovey**, on which are the remains of an old church.

The bay consists of two portions, divided by a sand bar which forbids the further progress of large vessels and compels them to discharge their cargoes at the small village of Ring. On Galley Head, the western horn of the bay, is a powerful, modern lighthouse.

Rosscarbery Bay indents the coast somewhat deeply to the west of Galley Head. Hanmer tells us that the town was once the site of "a famous university, whereto resorted all the south-west part of Ireland for learning's sake." The place acquired great celebrity from the sanctity of St. Faughnan, abbot of Moelanfaidh, in county Waterford, who, removing to Rosscarbery, founded an abbey here. The church of this abbey was in due time made into the cathedral of a new see, of which the saint became the first bishop. In 1612, the cathedral was rebuilt on a new site, and the old abbey and its church were allowed to decay. Its ruins are now to the south of the cathedral, a carved head in the south wall being

pointed out as that of the founder. The Protestant bishopric of Ross is now united to that of Cork, and the Cathedral, of Perpendicular architecture, with a square tower and octagonal spire, is used as the parish church.

The next bay westward contains the villages of **Glandore**, **Unionhall**, and **Leap** (see p. 165), more often visited from Skibbereen by means of the circular coach and rail tours arranged by the railway company.

From **Ballinascarthy Junction**, the only intermediate station on the Clonakilty line, a light railway, nine miles in length, runs south-eastward to

Courtmacsherry.

Hotels.—*Esplanade*, etc.

Cheap Excursions from Cork daily in summer.

This is a pleasant little watering-place, very popular as a summer resort with the inhabitants of Cork, Bandon and other towns in the neighbourhood. The bathing is excellent, and at Harbour View opposite there are good golf-links. The promontory is known, from the number of capes of which it consists, as Seven Heads.

The former residence of the Earls of Shannon is now the *Esplanade Hotel*. **Timoleague Abbey** was erected in 1372 by the MacCarthys and dedicated to St. Mologua (hence its name, derived from *ty-Mologua*, "the house of Mologua"). It was the largest of the many religious houses in the county of Cork. The visitor is not, therefore, surprised at the grandeur of the remains, which comprise the nave, choir and south transept, with a beautiful square tower, 68 feet high, added by Edward Courcy, Bishop of Ross, in 1518.

Timoleague is three miles to the west, at the head of the bay, and possesses a station.

A ferry crosses the harbour to the golf links and the *Atlantic Hotel* at **Harbour View**. Bandon and Harbour View are connected by a service of motor 'buses. Close at hand is **Kilbrittain Castle**.

Leaving Clonakilty Junction, we pass **Castle Bernard**, the princely seat of the Earl of Bandon. The mansion stands in a beautiful valley, the rising ground on either side being covered with fine trees. *The conservatories, gardens and grounds are open to the public (Sundays excepted).*

Bandon.

Hotels.—*Devonshire Arms*, *French's*, and *Temperance*.

Bandon, twenty miles from Cork, is an important agricultural centre. It has also extensive breweries and distilleries. For tourists and pleasure seekers it possesses little

interest apart from its proximity to the beautiful park of Castle Bernard.

Bandon was for a long time almost exclusively Protestant, and on that account was called the Southern Derry. Indeed, the first Earl of Cork recommended it to royal favour and protection, on the ground that "no popish recusant, or un-conforming novelist, is admitted to live in all the town"; and Smith, who wrote in 1750, left on record that "in the town there is not a popish inhabitant, nor will the townsmen suffer one to dwell in it, nor a piper to play in the place, that being the music formerly used by the Irish in their wars." It was enclosed by strong walls, and tradition has it that the corporation had the following couplet inscribed above the gateway:—

"Enter here, Turk, Jew, or Atheist,
Anybody but a Papist."

The same authority further records that one of the settlers of the "old faith," of a waggish disposition, having taken an extra glass or two, was returning at a late hour to the town when he beheld the interdiction with no little astonishment. Being of a poetical turn of mind, he inscribed with chalk beneath it the following neat repartee:—

"The lad who wrote this wrote it well,
The same is on the gates of hell."

In the early part of the seventeenth century it is said that no less than 2,000 English families resided in the town and neighbourhood. The Duke of Devonshire owns the greater part of the town. For a short time previous to the passing of the Reform Bill, Bandon was represented by Lord John Russell.

The line, as we continue eastward, still following the course of the *Bandon*, presents many picturesque features, notably near **Innishannon**, where the river turns southward to its outlet in Kinsale Harbour. The *Meeting of the Waters* of the Bandon and Brinny rivers, close to the ruins of Down-daniel Castle, is very pretty.

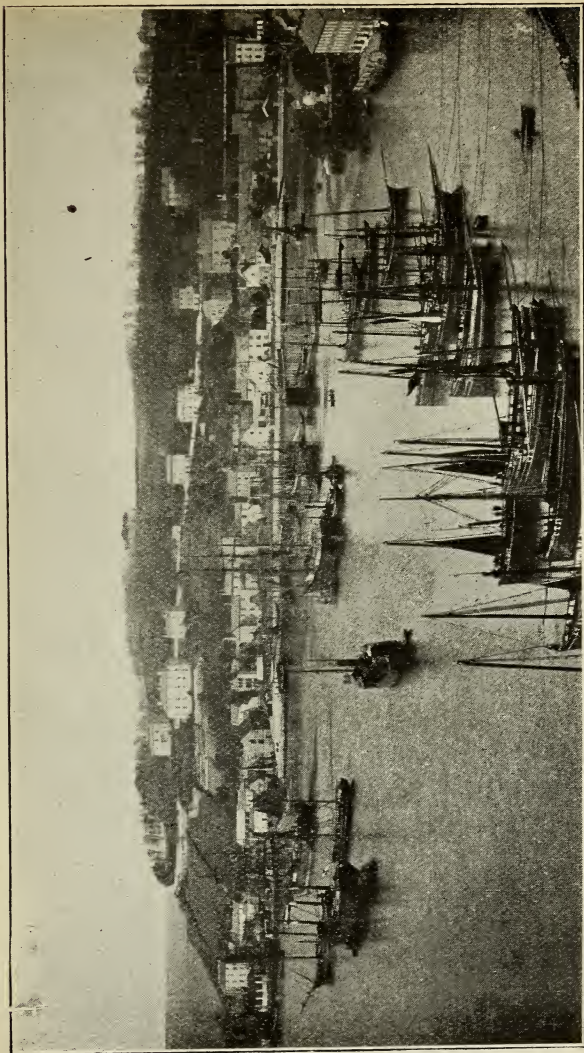
At Kinsale Junction another branch line runs to the historic town of Kinsale, ten and a half miles distant.

Kinsale.

Hotels.—*Sea View, Kinsale Arms, etc.*

Cheap Excursions from Cork on certain days.

To **Old Head of Kinsale** (rail to Kinsale, and conveyance in connection to Old Head). Wagonette for a party not exceeding six to Old Head and back costs 10/6.



W. Lawrence,

KINSALE.

[*Dublin.*

Kinsale is built on the slope of Compass Hill, at the mouth of the river Bandon. It has a quaint appearance, its houses, many of which are evidently of Spanish origin, rising tier above tier on sites excavated out of the solid rock, some being perched on projecting crags. The streets follow the windings of the river; and the ruins of the old fort, which was deemed impregnable until it fell into the hands of Marlborough in 1690, add piquancy to the outlook. There is a charming public walk, shaded by trees, around **Compass Hill**, which commands a series of good views of the harbour, the villages of **Seilly** and **Summercove** (the favourite quarters of summer visitors), and the entire neighbourhood. The only object of antiquarian interest in the town is the Parish Church, dedicated to, and said to have been built by, a female saint, St. Multose, or Multosia, in the fourteenth century. The church is cruciform, with a curiously shaped tower at the west end, the upper stage, of smaller dimensions than the lower portion, terminating in a broach spire.

Kinsale was formerly governed under a charter of Edward III by a "sovereign" and other officials. It has an interesting history. The Spaniards frequently captured and held the place for longer or shorter periods; and it took part in all the struggles between the Saxons and the "native Irish," from the time when Strongbow first subjected it to the English crown to its capture by Marlborough and the extinction of the hopes of the last of the Stuarts. James II landed at Kinsale in 1689 to commence the campaign that ended so disastrously for him at the Boyne. For centuries Kinsale was the most important port on the coast, and though it has long since given way to Queenstown, its harbour is capacious and well sheltered, and it is still the headquarters of the important fisheries of the south of Ireland. The fishermen of the port are daring seamen and good pilots. The harbour is protected by

The Old Head of Kinsale,

a bold promontory, the name of which—derived from *ceann saille*, "a headland in the sea"—is happily descriptive. The summit is crowned by a lighthouse. In the neighbourhood are the ruins of Courtaparteen Church and Ringrone Castle, the latter of which was built by Milo de Courcey, the ancestor of the present Lord Kingsale, premier baron of Ireland (the title goes back to 1181). De Courcey was selected by King John as his champion in a quarrel with Philip of France; and, being adjudged the conqueror—his rival ran away without striking a blow—received as a reward for his gallantry the privilege of remaining covered in the presence of his sovereign, a privilege still preserved.

If the ferry is taken across the Harbour to Old Fort, the distance to the Old Head is only about five miles. The distance by road *viâ* Garrettstown and Ballinspittle is twice as great.

From Kinsale Junction the line runs on to Ballinhassig, and after threading a tunnel a mile and a half long the highest spot on the line is reached. Then we pass the ruin of Ballymacadane Abbey, founded about the year 1450 for Austin Canonesses. The remains of a Danish fort adjoin it. At Waterfall we get a good view of the "beautiful citie of Cork" and its environs, with the mountains in the distance. Running over the Chetwynd Viaduct, 100 feet high, we soon afterwards alight at the Albert Quay Terminus at **Cork** (*see* p. 17).

CORK TO GLENGARIFF AND KILLARNEY BY THE MACROOM ROUTE.

Cork (Capwell Station) to Macroom by Rail, 25 miles—Macroom to Glengariff by Coach, 40 miles—Stay night at Glengariff—Glengariff to Killarney by Coach, 38 miles.

For fares, times, etc., see Time-tables, or apply Traffic Manager, Cork and Macroom Direct Railway, Capwell Station, Cork, or Tourist Development Co.'s Offices, and Killarney Glengariff.

Refreshments.—It is usual to stop at Inchigeela (*Lake Hotel*) for luncheon. Parties coming in the opposite direction, i.e. from Glengariff, may be advised to take luncheon with them, as the refreshments at Gougane Barra cross-roads are of a distinctly primitive kind, and it is too long to wait until the arrival of the coach at Inchigeela. The interval at Gougane Barra is, moreover, wanted for the side trip to the Lake and to St. Finn Barre's Hermitage.

ALTHOUGH in reality an older route than the Prince of Wales route described in the last chapter, the Macroom, or "Tourists" route, was only properly opened in 1898, by the arrangement of inclusive fares for rail and coach. The road from Macroom to Glengariff has long been known to a few hardy and adventurous cyclists, but so far as tourists generally are concerned, we are safe in saying that it is almost *terra incognita*. We describe it here in the westward direction, as the scenery ahead is distinctly better this way; but the route is, of course, equally available from Killarney and Glengariff, tickets being obtainable at either place, and at the principal stations of the Great Southern and Western Railway. The long chain of lakes at Inchigeela, the holy lake of Gougane Barra, and the Khyber-like Pass of Keimaneigh, make this route a very attractive one.

The Capwell station at Cork is in the southern part of the city (*see plan*), about a mile from St. Patrick's Bridge. The railway journey presents some pretty pastoral scenery, but is chiefly interesting on account of the numerous ruined castles on either side.

Leaving the station we obtain a passing peep of St. Joseph's

Cemetery, and glimpses of other parts of the city, and have a run of nearly seven miles to **Ballincolig** ("the town of the wild boar"), with its barracks and gunpowder works. The conspicuous square tower is part of the ruin of a castle built by the Barretts in the reign of Edward III. About two miles from Ballincolig, at the hamlet of Ovens (a corruption of St. Owen, the patron saint of the parish), there are some noted caves in the limestone rock. Shortly after leaving Killumney station, we have, on the right, the ruins of **Kilcrea Abbey**, and on the left the **Castle**, built in 1465, by Cormac, Lord of Muskerry.

A mile further are the ruins of **Castlemore** ("the great castle"), built by the MacSwineys in the fifteenth century. Close to Crookstown station is the **Castle of Clogh-dha** ("the stone building of David"), restored and used as a fishing station by the Earl of Bandon. Crossing the *Lee* near the station at Dooniskey, and also the rivers *Sullane* and *Laney*, we reach the terminus of the railway at—

Macroom,

Hotels.—*Dennehy's, Murphy's, Williams', etc.*

a town of about 3,000 inhabitants. The name is variously translated as "the plain of the croom" (oak) and "the crooked oak," from the large forest of oak trees which at one time grew here. The town is pleasantly situated near the junction of the *Lee* and the *Sullane*.

Macroom Castle is said to have been built in the reign of King John, and is interesting as the birthplace of Admiral Sir William Penn, the father of the founder of Pennsylvania. The huge square keep is covered with beautiful variegated ivy.

From Macroom a direct road runs north-west to Killarney (about 30 miles), *viâ* Ballyvourney, following the course of the river *Sullane*, then over the Derrynasaggart Mountains to the Flesk Valley, striking the railway near Loo Bridge station on the Kenmare-Killarney branch line.

Leaving Macroom there is a choice of two roads for the first part of the journey. The driver considerably takes the higher and more difficult, "so you can say the scenery," as he explains. The ranges to the right are the Boggeragh and, Derrynasaggart Mountains. The island-dotted river below, to the left, is the *Lee*, very different here from the spacious

expanse of Cork Harbour. At Toon Bridge we notice the ruined tower of **Dundarieke Castle**, a fortress of the Mac-Carthys. Presently on the left we have **Castle Masters**.

At **Inchigeela** (*Lake Hotel*) a halt is called. We are now ten miles from Macroom, and thirty-four from Cork. The village is mostly resorted to by anglers, trout being plentiful in the neighbouring lakes and rivers. Boats can be hired at sixpence an hour.

Leaving Inchigeela, we commence the second section of the drive. It is a noteworthy feature of this route that it presents a sample of almost every kind of scenery. Macroom to Inchigeela is chiefly interesting for the prospect ahead; Inchigeela to Gougane Barra for the soft loveliness of the lakes; Gougane Barra and Keimaneigh for stern, rugged, mountain scenery; Keimaneigh to Glengariff for the fine distant seascapes and mountain backgrounds. Five miles after leaving Inchigeela village we have, close to the road, a chain of no less than six lakes or "broads," the largest of which is **Lough Allua**. The lakes are really an expansion of the Lee. With their fringe of rushes, white water-lilies and setting of firs, the waters are distinctly picturesque, though they lack the overshadowing heights which give to the lakes of Cumberland and Westmorland so much of their grandeur. The curiously shaped height to the left, which has been for some time conspicuous, is the **Sheehy Mountain** (1,747 feet). The mountains now close in on either side, and three miles westward of the hamlet of Ballingeary, we stop at Gougane Barra cross-roads, twenty miles from Macroom.

Gougane Barra.

A word of explanation is necessary. The coach-road does not actually pass the celebrated "holy lake." When the halt is made at the cross-roads, it is a sharp twenty minutes' walk, mostly uphill, to the lake, following the direction indicated by the sign-post. A char-à-banc is provided for coach passengers free of charge.

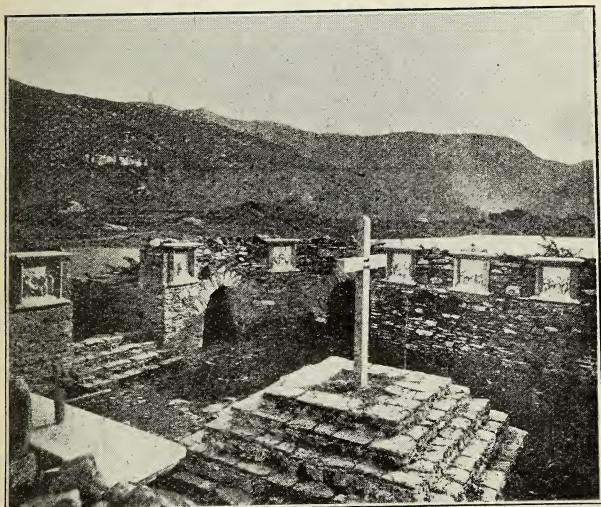
The lake lies in a sequestered spot, environed on all save the eastern side by mountains of the steepest and most desolate aspect, which rise abruptly to a height of 1,800 feet. The dark shadows of these great overhanging cliffs are reflected in the glassy surface of the water. The lake itself is dark and lustrous as a polished slab of marble, and the gloomy grandeur of the cliffs is only relieved by the streams



W. Lawrence,]

[Dublin.

INCHIGEELA LAKE.



W. Lawrence,]

[Dublin.

GOUGANE BARRA.

Killarney_(n)

that here and there run down their furrows like trembling silver strings. These streams unite to form the Lee, and the lake is considered its source, although its spring proper is on the side of *Nad-na-uillar* ("eagles' nest"), a steep and all but inaccessible mountain at the western extremity.

In the middle of the lake is a small wooded island, joined to the mainland on the south side by a causeway. This



W. Lawrence,]

[Lublin.

THE PASS OF KEIMANEIGH.

island was, at the end of the sixth century, the chosen retreat of Saint Fin Barre, the patron saint of Cork. The ruins consist of the remains of the church, the walls of an adjoining convent, and the rectangular court or cloister. About this enclosure are eight small circular cells. This retreat is even yet resorted to by devotees, who believe that the water of its "blessed well" is a specific for many bodily ailments; and on September 29 it is annually the scene of "patrons,"

when Mass is celebrated in the open air. In the early part of the eighteenth century another recluse, Father O'Mahony, retired to the island, and his tomb, erected it is said by himself, is pointed out on the adjoining mainland.

Returning to the main road, where the coach awaits us, we at once enter on the best part of the drive.

The Pass of Keimaneigh,

"the pass of the deer," is a stern defile, more than a mile and a quarter in length, and probably the finest thing of its kind in Ireland, though some would be disposed to give the preference to the Pass of Ballaghbeama in Kerry (*see* p. 132). The mountain appears to have been rent asunder by some mighty convulsion, and the minute correspondence and similarity of the strata on each side is apparent in many places. There is only just room in the deep cleft for the narrow road and the torrent which foams beside it. Great cracked masses of rock are poised above, and threaten at any moment to fall.

The summit of the pass is 700 feet above sea-level, and is the highest part of the route. On emerging, we round the unmistakable Sheehy Mountain, and have the river *Dwvane* for company all the way down the long descent to Bantry Bay. The views ahead are, in clear weather, superb. About midway we pass the **Castle of Carrignass** ("Rock of the Waterfall"), a former seat of the omnipresent O'Sullivans, and in very fair preservation. At the head of the bay, the road turns leftward to **Bantry** (*see* p. 161), four miles, and rightward to **Glengariff** (p. 153), seven miles.

SCIENCE NOTES.

Geology.—The central plain of Ireland is formed of Carboniferous limestone, with few elevations, but bounded by mountainous ridges. The Kerry ranges run mostly parallel from east to west. The narrower troughs, or "synclinals," are Carboniferous, the broader ridges, or "anticlinals," are Old Red Sandstone. The former, being more easily weathered and denuded, give us the valleys and narrow fiords, the latter give us the long ranges of hills (several over 3,000 feet high), and the headlands and promontories projecting into the sea, often with the strata bent into arches. These bendings and crumplings may be plainly seen in many places—for example, where the hills are bare of vegetable growth, or where the road crosses a ridge. Thus it follows that the visible rocks are usually the older series, and were once covered by the Carboniferous strata now weathered away. Kenmare and Killarney lie in Carboniferous valleys, but on the road between these places a massive ridge of Old Red Sandstone is crossed. Here, too, glacial action is plainly visible. Kerry itself was afterwards one vast snowfield. Great glaciers travelled (according to the Rev. Maxwell Close, who has made a special study of the Ice Age in Ireland) from the lower reaches of the Shannon towards Kerry—a striking example of an uphill ice movement. The main ice-field was in the centre of Ireland, only four or five hundred feet high, but the ice travelled regardless of small local elevations, only turning aside for mountains, round which it passed. The ice marking is, however, very confused—like a crush in the Arctic seas—owing to minor ice streams. Probably the main stream was thousands of feet deep. The main direction was north-north-west to south-south-east, the glaciers ending in the sea about Cork, Kinsale, Kenmare, etc. Ice markings may be seen on the rocks about Kenmare, on the shores of Killarney, at Sneem, and even as high as 2,500 feet on the Reeks, and again at Windy Gap on the road

from Kenmare to Killarney. Glacial lakes also abound in Kerry : Lough Coomanassig, 1,500 feet above the sea, is one. This basin was hollowed out by a glacier ; lower down the moraine blocked the valley, forming a second tarn—the eagle's lough. Ice helped to deepen, if not to form, the lakes of Killarney. Rounded and polished limestone is frequently seen, and many perched blocks—one near Dunmanway weighs some thousand tons. Near Kenmare may be seen a huge block of Old Red Sandstone resting on a limestone pillar 6 feet high, while in another direction a great block of limestone is found resting on Old Red Sandstone.

Chalybeate springs are common in county Cork. Good slates are also found, and copper, but the latter cannot be profitably worked. Various coloured marbles are found ; anthracite coal is worked. Lead, iron, manganese and ochre are also found, and were once much more worked than now. County Cork has many caves and underground streams.

Climate.—The mean temperature of Kerry and part of Cork is 51° , of the extreme south-west 52° . The rainfall is from 40 to 50 inches, but in the south-west it is over 50 and under 75 inches—this is exceeded in parts of Wales, Scotland and the Lake District in England. Winter and summer temperature are very equable, and the air pure. June and September are the driest months in Ireland.

Zoology.—Red deer are now found wild only at Killarney. Elk were once there. The zoology of the Kerry district is specially interesting, both fauna and flora having apparently a Spanish or Portuguese origin, hence they are called *Lusitanian*—the former name of the Roman province now Portugal. A black slug with yellow spots is found only in the south-west of Ireland and Portugal—nowhere else in the world. Other molluscs have a similar origin, but two are peculiar to Kenmare. Other very rare creatures may be found in this region, a dark wood-mouse, etc. But the district also contains North American and Arctic forms of life—fresh-water sponge, certain beetles, butterflies, etc. The great wolf spider, the large grasshopper, and the clear-wing moth are all found here, and many rare insects.

Botany.—Here also a Lusitanian origin may be seen in many specimens, for Mediterranean or Pyrenean flowering plants are found, as well as some American. Some of the semi-tropical mosses, etc., are found nowhere else in Europe, possibly the Gulf Stream has carried them over. It is

curious that with these species—found elsewhere only in much warmer regions—may also be seen many Alpine species. It can thus be gathered that the botany of the district is peculiarly interesting and diversified. Common wild plants are the Irish spurge, the London Pride, the great Butterwort, found here alone in the British Isles, as is also the arbutus. The Royal fern, or *Osmunda*, is a common wayside plant. The “Killarney fern” is more rare, and scarcely found elsewhere in Europe. Other plants and ferns form an Atlantic type. A certain orchid found here and in one or two other Irish places is otherwise exclusively an American or Kamschatkan plant. The blue-eyed grass of Canada and a certain rare rush is not found elsewhere in Europe. Kerry is specially rich in mosses and liverworts, some being quite tropical and known in the West Indies, tropical Andes, etc.

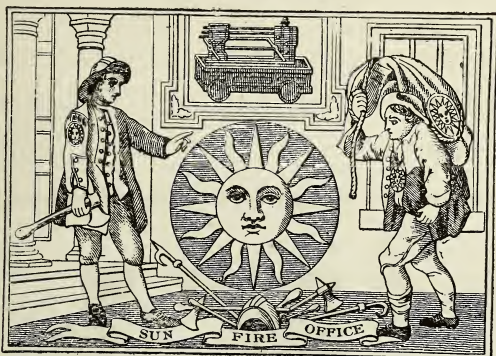
Archæology.—Antiquities abound in Kerry and in Cork, such as cromlechs, standing stones, or gallauns, some of which show writing in the Ogham character. The Bishop of Limerick collected stones with inscriptions in the Ogham character—so long undeciphered—and these may now be seen in the grounds of Parknasilla Hotel, formerly his own residence. Staigue Fort, near Sneem, is an almost unique example of an ancient Cathair. These are all pre-Christian, but early Christian and later architectural remains may be seen at Aghadoe, and elsewhere, and many are the holy places, islands, wells, etc., still the objects of pilgrimages or much-desired burial-places.

For Index see pp. 183-8.

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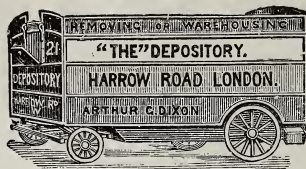
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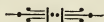
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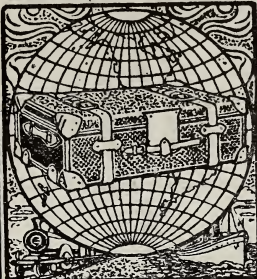


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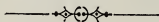
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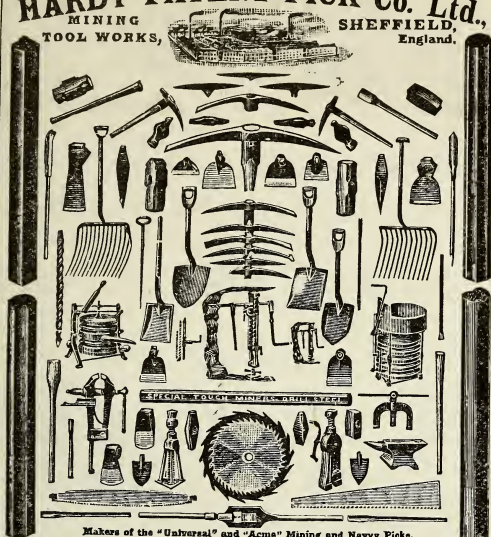
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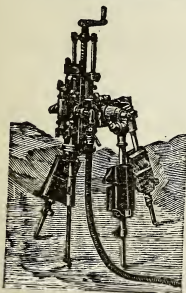
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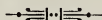
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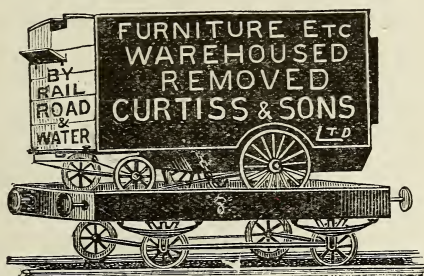
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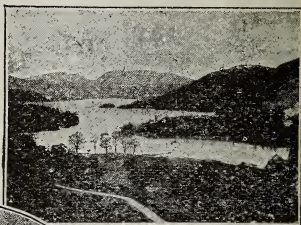
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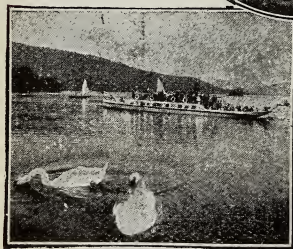


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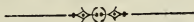
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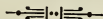
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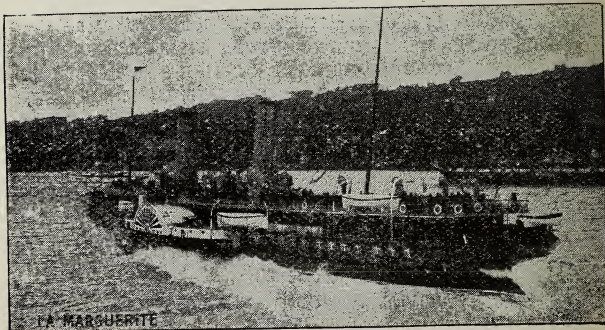
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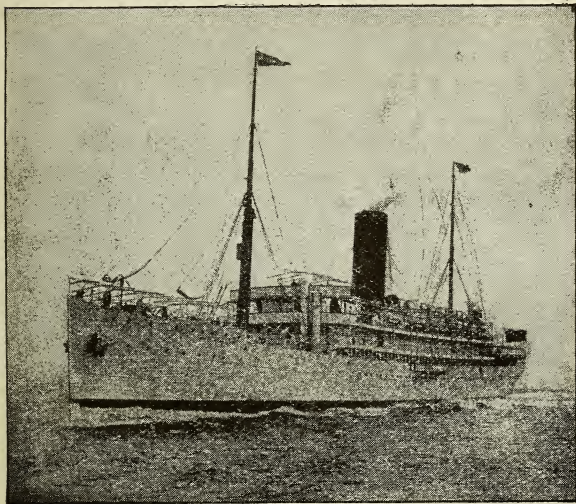
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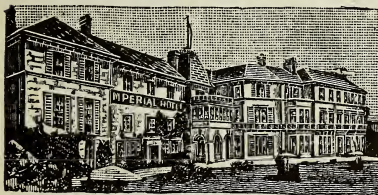
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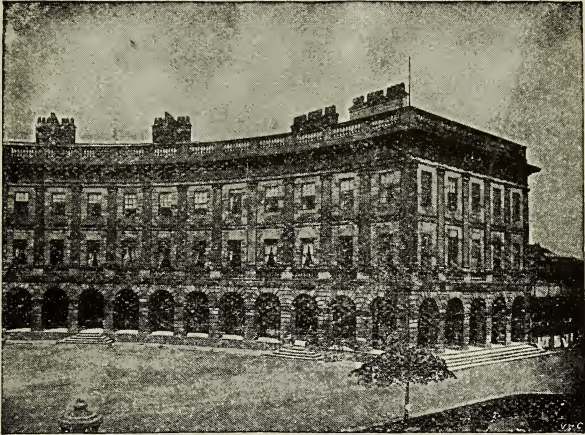
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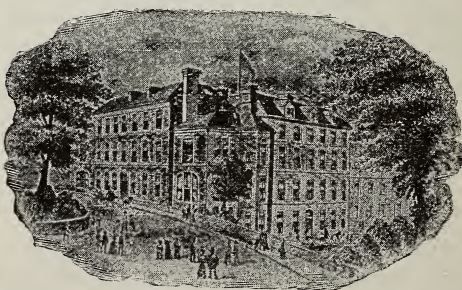
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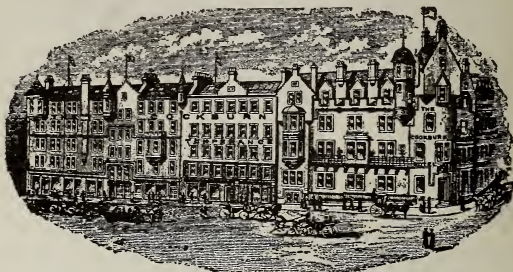
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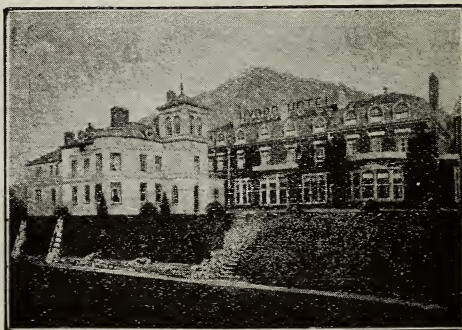
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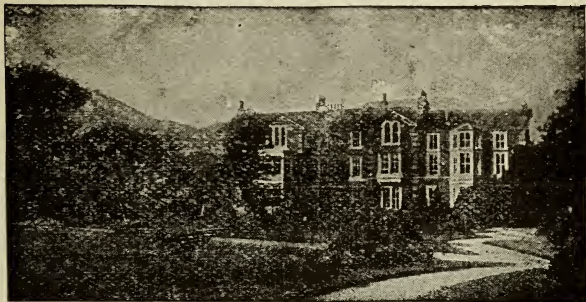
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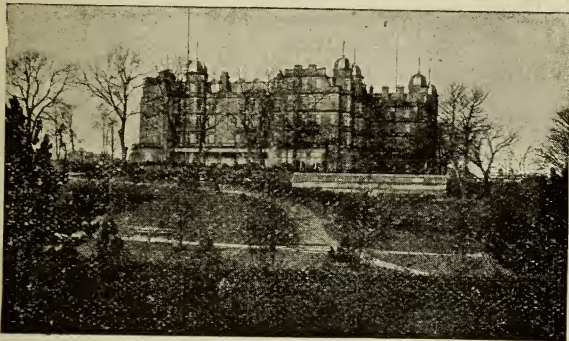


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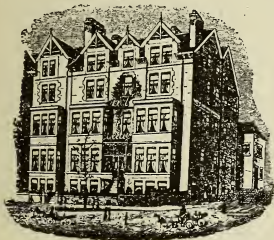
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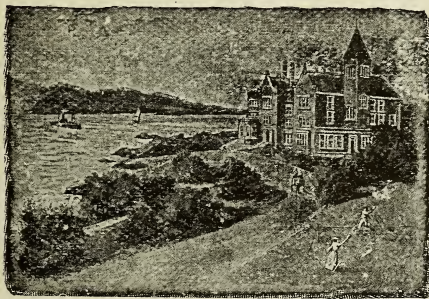
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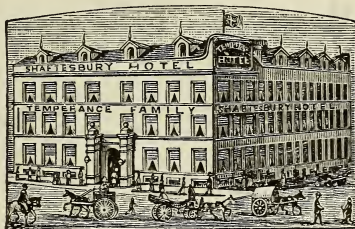
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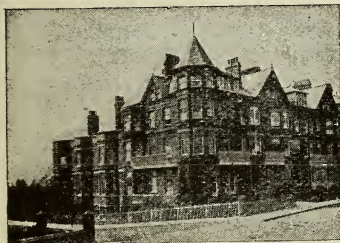
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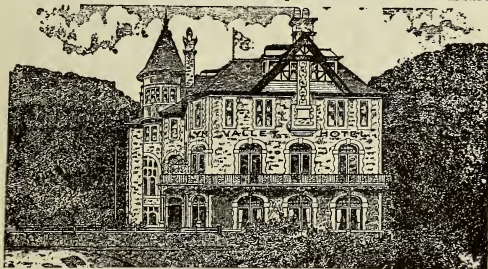
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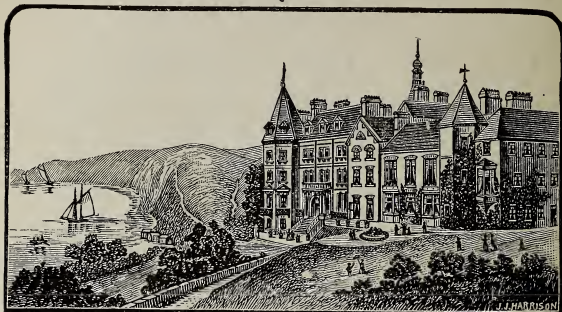
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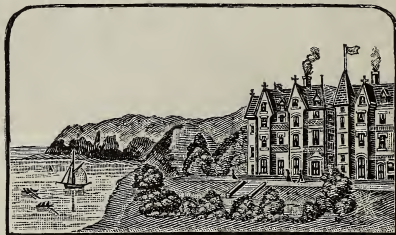


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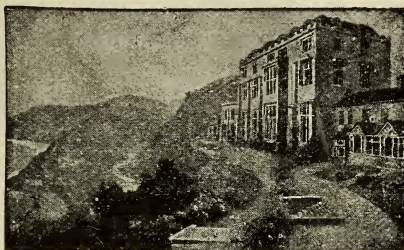
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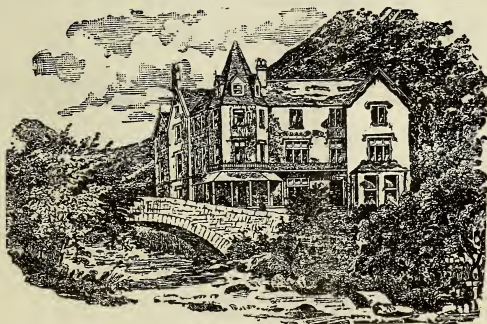
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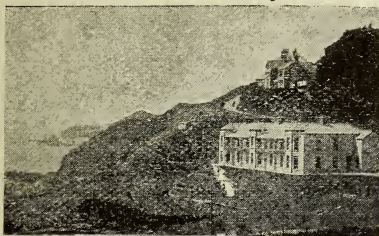
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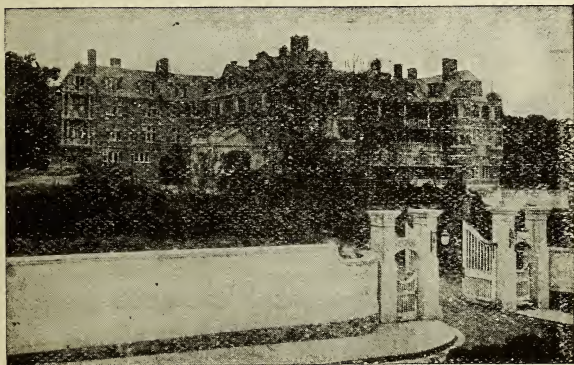
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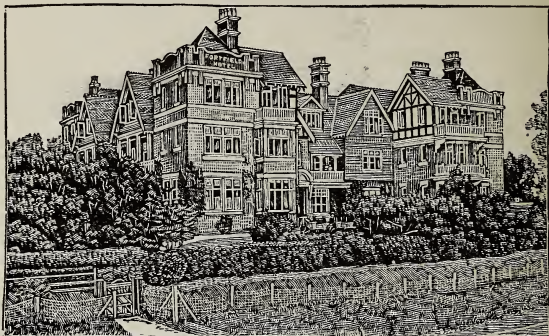
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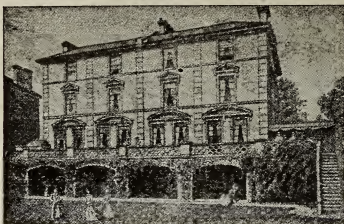
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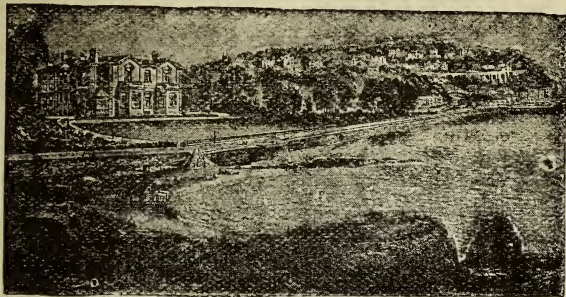
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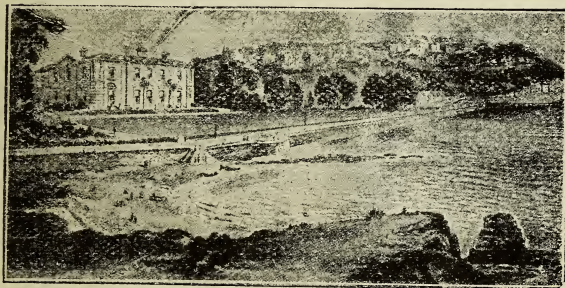
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